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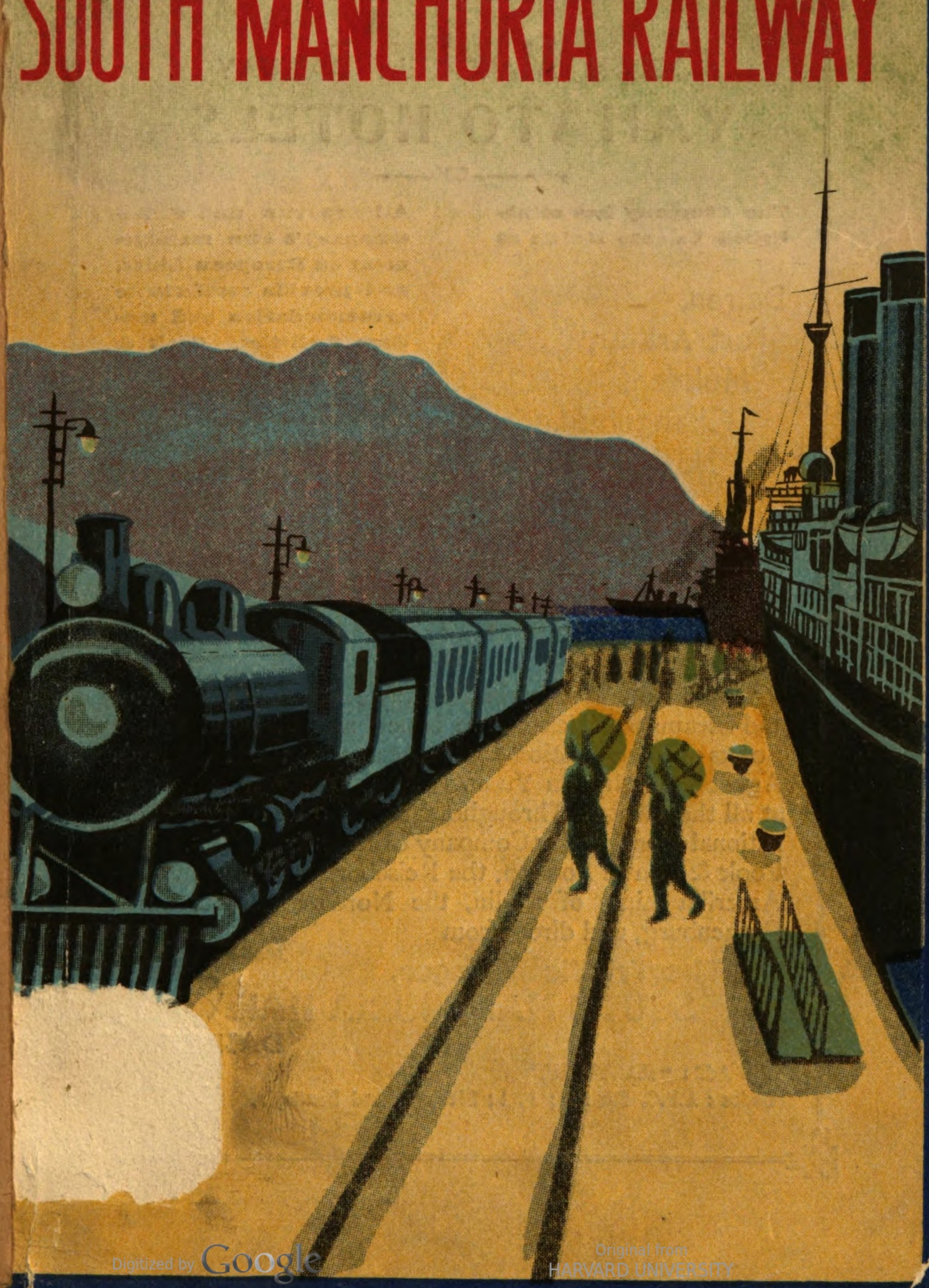
SOUTH MANCHURIA RAILWAY



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SOUTH MANCHURIA.

Modern History. A quarter of a century ago very little was known in the world about Manchuria. The China-Japanese War in 1894–'95 may be said to have marked its advent in modern history, as it also opened a new epoch in the annals of the Far East. From that point the march of events has been rapid. During the period between the China-Japanese War and the Great World War (1894–1914) the eyes of all nations were centred upon Manchuria more, perhaps, than upon any other part of the world. The China-Japanese War (which was forced upon Japan by China's insistence to perpetuate her supremacy in Korea) was mainly fought in South Manchuria. The result was the complete defeat of China, and the terms of peace at the Treaty of Shimonoseki in 1895 included the ceding of the Liaotung Peninsula in Manchuria to Japan. Subsequently, the whole of the Liaotung Peninsula was returned by her to China and her troops were withdrawn from the territory. Within three years, in 1898, however, Russia had obtained

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a 15 years' lease of the lower portion of the Liaotung Peninsula and the right to build a railway through the whole breadth and length of Manchuria from Manchouli on the west to Pogranichnaya on the east to connect with Vladivostok and also from Harbin to Port Arthur with a branch to Dalny (now known as Dairen). This railway was incorporated into the Chinese Eastern Railway. Russia's subsequent consolidation of her interests in Manchuria and the extension thereof to Korea led to negotiations between Japan and Russia and finally to the Russo-Japanese War in 1904–'05. This war was chiefly fought in South Manchuria again, and the struggle was the fiercest and greatest then known in the world's history. Victory again rested with Japan, who once more came into possession of her retroceded territory and other properties in South Manchuria as well, for by virtue of the Treaty of Portsmouth signed in 1905 Russia not only ceded to Japan with the consent of China the balance of the lease of the occupied territory in the Liaotung Peninsula now generally known as the Kwantung Leased Territory, but also a southern portion of her Manchurian Railway, namely, from Changchun to Dalny, and all the appurtenances thereof, including the Fushun Colliery. In the same year an Agreement was concluded with China whereby Japan should reconstruct and lease for a certain period of years the light military line between Mukden and Antung (on the border

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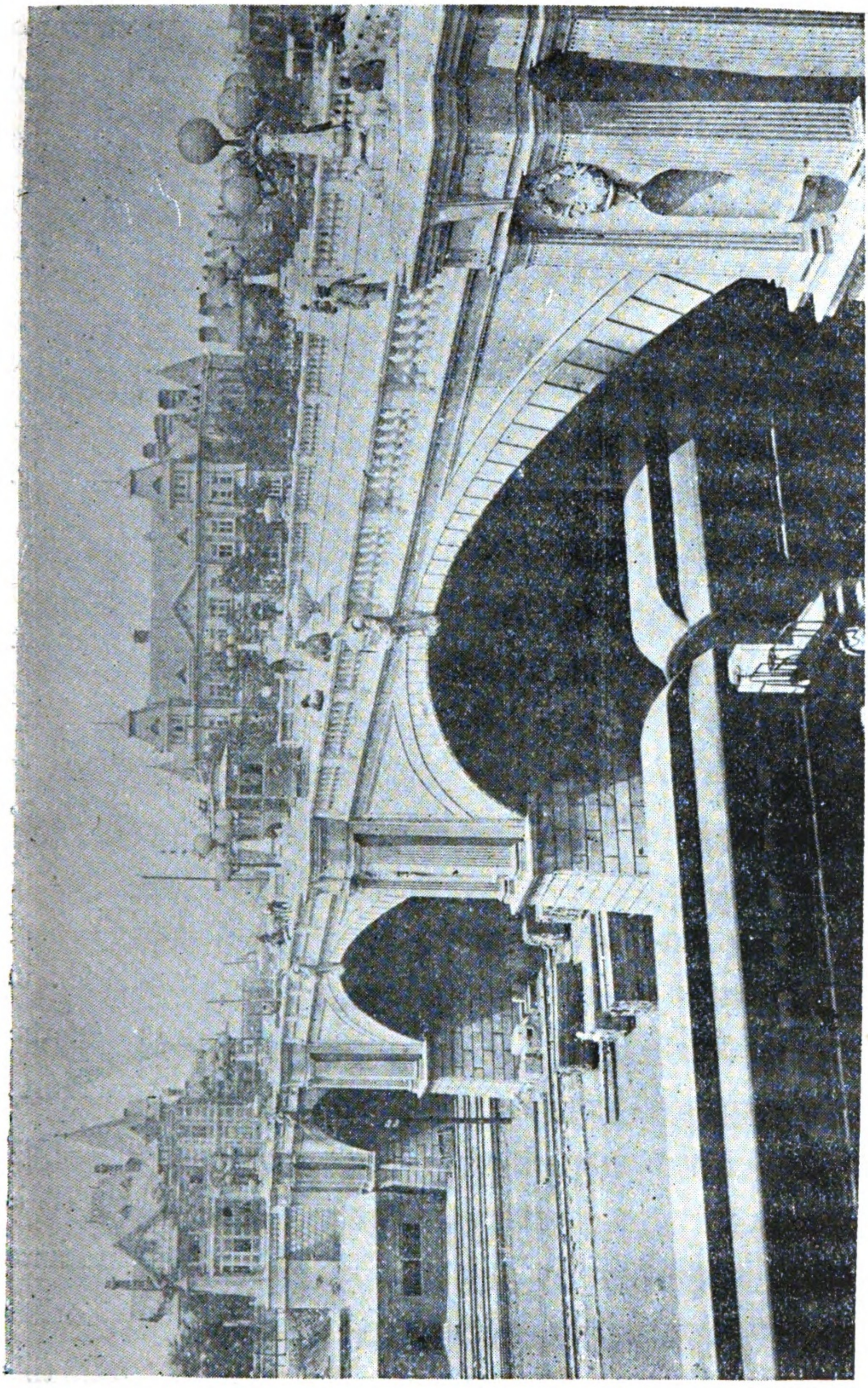

Nippon Bridge, Dairen.

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between Manchuria and Korea). This Mukden-Antung Line was made a branch of the main line, which was re-named the South Manchuria Railway, and in November, 1906, the South Manchuria Railway Company was established to operate the lines and develope and manage the railway area. In 1909 Secretary of State Knox of the United States Government proposed the neutralization of the Manchurian Railways, but both Russia and Japan offered strenuous opposition, and this time the proposal failed. Originally, the lease of the Kwantung leased territory was to expire in 1923, unless in the meanwhile renewed by mutual agreement. The South Manchuria Railway main line agreement was to terminate in 1939, when the Chinese Government was to acquire the right to purchase the line, or in 1983, when the railway and all its properties were to revert to China without payment of any kind; and the Mukden-Antung branch line was agreed to be bought by China at the end of 1923. But by Art. 1 of a treaty concluded in May, 1915, between Japan and China, the lease of the Kwantung Leased Territory and of the South Manchuria Railway lines was extended to 99 years, that is, the former up to 1997, and the latter up to 2002. Since 1905 it is safe to say that under Japanese auspices South Manchuria has made greater strides of progress than any other undeveloped region on the globe. Much of this-

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Manchu Ladies.

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progress has been due to the development wrought by the South Manchuria Railway Company and to the wonderful rise in its export to America and Europe of its staple produce—the famous Manchurian Soya Bean.

The Newest Track for the Tourist and Traveller.

Manchuria is so distinct from Japan and Korea in architecture, dress, and customs, and also somewhat different in these respects from China proper, and so little known to the world, that the splendid railway facilities now offered, together with a chain of modern hotels, marks it as one of the most desirable regions on earth for the tourist, Mukden (famous for its ancient Imperial Palaces and Tombs) and Port Arthur (celebrated for its ruined and dismantled forts and battlefields) being alone sufficient to conjure the mind of the travelling sight-seer; while the fact that before the Great War disorganized international travel, the South Manchuria Railway was the last link in the shortest and quickest route between the Far East and Europe made it an ever-growing popular medium of travel via Siberia (the time from Shanghai or Tokyo to London occupying only 13½ days) and opened up the newest highway round the world.

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Japan's Policy in Manchuria.

In addition, the South Manchuria Railway Company was, so to speak, given the mission by the Japanese Government to be the main factor in the develepment of the country. Under the Japanese regime, South Manchuria has already developed into an international field of commercial and industrial activity. Thus Japanese policy has not only tended to preserve the peace of the Far East, but also to put international commercial affairs upon as sound a basis as possible.

WAS KIPLING RIGHT?

"The East is East and the West is West,
And never the twain shall meet."

So wrote Kipling, but before the Japanese had a hand in the affairs of Manchuria, which country seems destined to be a standing contradiction to the poet's dictum, for if there ever be a common meeting ground for the Oriental and the Occidental it will be here. All, however, does not rest with the Japanese to bring this happy state of things about. It depends as much upon the quickness of the Western nations to understand and sympathise with the Oriental mind as upon the adaptability of the Japanese to absorb Western ideas and methods of education. Let us hope that the long night of doubt and aloofness is far spent and

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that the day of unity and brotherly love is at hand—when the thought of a yellow or white peril will be lost in the limbo of the past.

Romance of the Manchurian Soya Bean.

As we have referred to the fame of the Manchurian Soya bean, a few words on this product may not be out of place. It has been grown in Manchuria for hundreds of years, having probably been introduced from South China. And the Manchurian climate and soil proved so ideal for its cultivation that it became the staple product of the country, the Chinese using it for food and also extracting its oil for food and light. A great deal of the product was imported by Japan for sundry purposes, including the manufacture of a sauce known for several centuries, until in May, 1908, the Japanese firm of Messrs. Mitsui & Co. sent a trial shipment of 100 tons to England. There its many valuable properties were quickly recognized, and it was eagerly sought as a substitute for cotton-seed and linseed, its oil being utilized in soap-making and for lubricating, paint-mixing, etc., whilst the pressed cake residue was found to be excellent as fodder for cattle and as a fertilizer for arable land. This started the Manchurian bean craze in the British markets, with the result that over

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Piles of Bags of Soya Beans Awaiting Shipment on Dairen Wharves.

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£2,000,000 worth was imported to England in the following year, 1909, and the new import rapidly spread to other parts of Europe and America. In South Manchuria alone there are nearly 200 Bean Mills, all owned by Japanese and Chinese, using various methods of oil expression, from the primitive hand press to motor power. A new process to extract oil by means of chemical action was adopted at a new experimental bean mill built by the South Manchuria Railway Company in 1915 to fully test this new method, and, in pursuance of the Company's policy, when its superiority had been established beyond question, it was handed over to private management. The beginning of another farreaching developement in the bean-oil business is also due to an invention made at the Company's Laboratory for the hardening of bean oil and the manufacture of stearin, olein, glycerine, etc., which led to the establishment of a private company for its special exploitation. As might be expected in this Age of Invention, new utilities for the Soya Bean are being sprung upon the world from time to time. Biscuits and sweetmeats which are both toothsome and nourishing and an efficient soap for household purposes are made, while European experiments have proved that the oil can be refined into an excellent salad oil, which has the merit of being exceedingly cheap, and that bean pulp can be converted into a kind of milk cheese. Moreover, during the Great War bean

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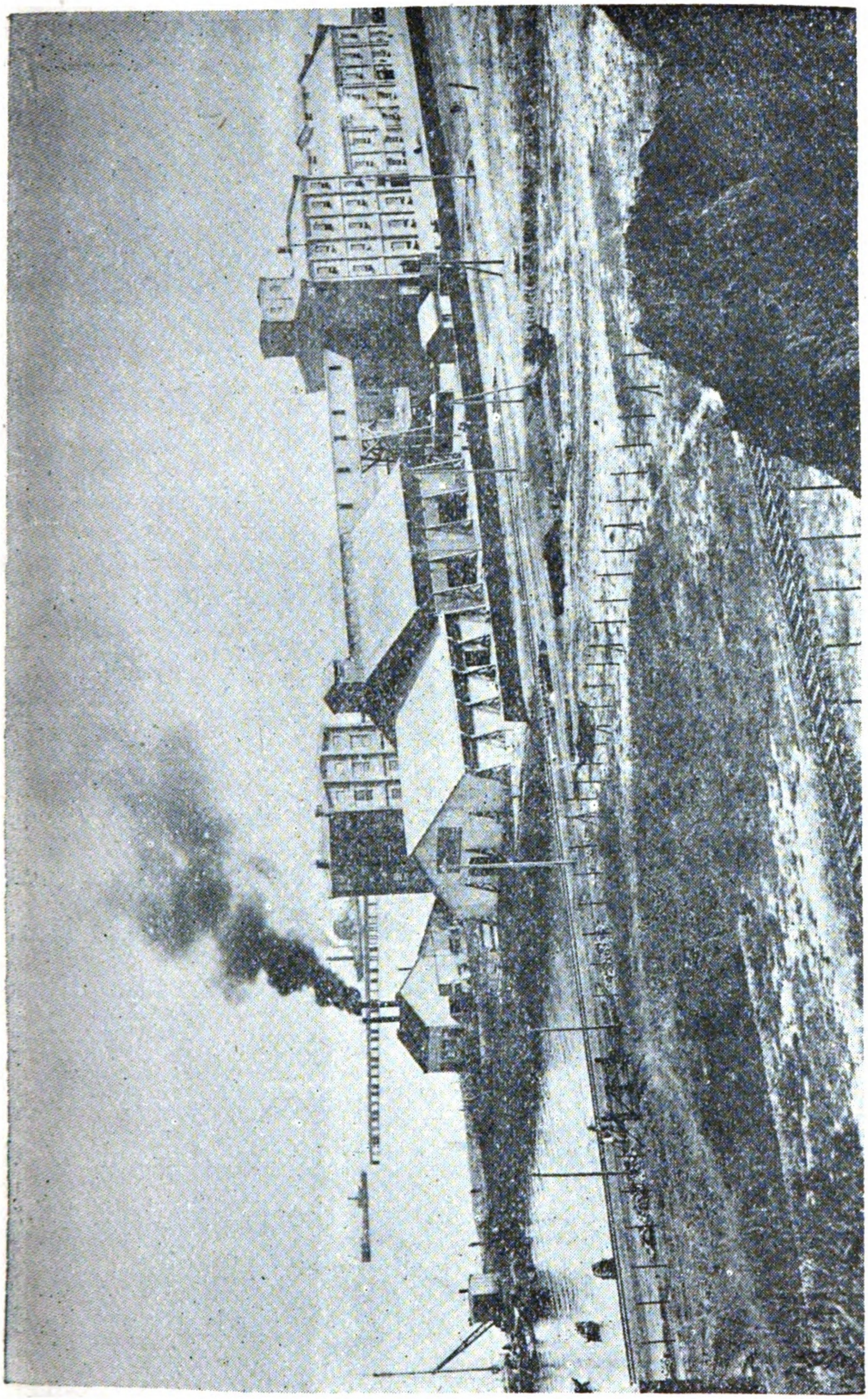

Suzuki Bean Mill Worked on Chemical Extraction System Which Promises to Revolutionize the Bean Milling Industry.

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oil was largely used in the manufacture of munitions. Truly a wonderful future lies before the Soua Bean, and it is not surprising that other parts of the world, notably India, Ceylon, and America, are trying to adapt it to their soil. The South Manchuria Railway Company successfully experimented over a series of years to determine which are the best kinds of beans for cultivation.

Promising Agricultural Outlook.

During the year ending April, 1909, altogether 1,011,348 tons of Manchurian staple produce, including beans, kaoliang, millet, maize,etc., were exported from the port of Dairen alone, of which over 400,000 tons were beans to Europe. Adding to this the amount that goes for home consumption, the output must be enormous. Thus can be formed a fair idea of what the productive potentialities of Manchuria are with regard to cereals and of what developments they are capable. Kaoliang is a tall millet, which grows to a height of 10 feet. It is the staple food of the Chinese masses in Manchuria and the principal feed for their draught animals. The stalks are used in house-building, and fencing, and also for fuel, and the outer leaf layers are woven into mats.

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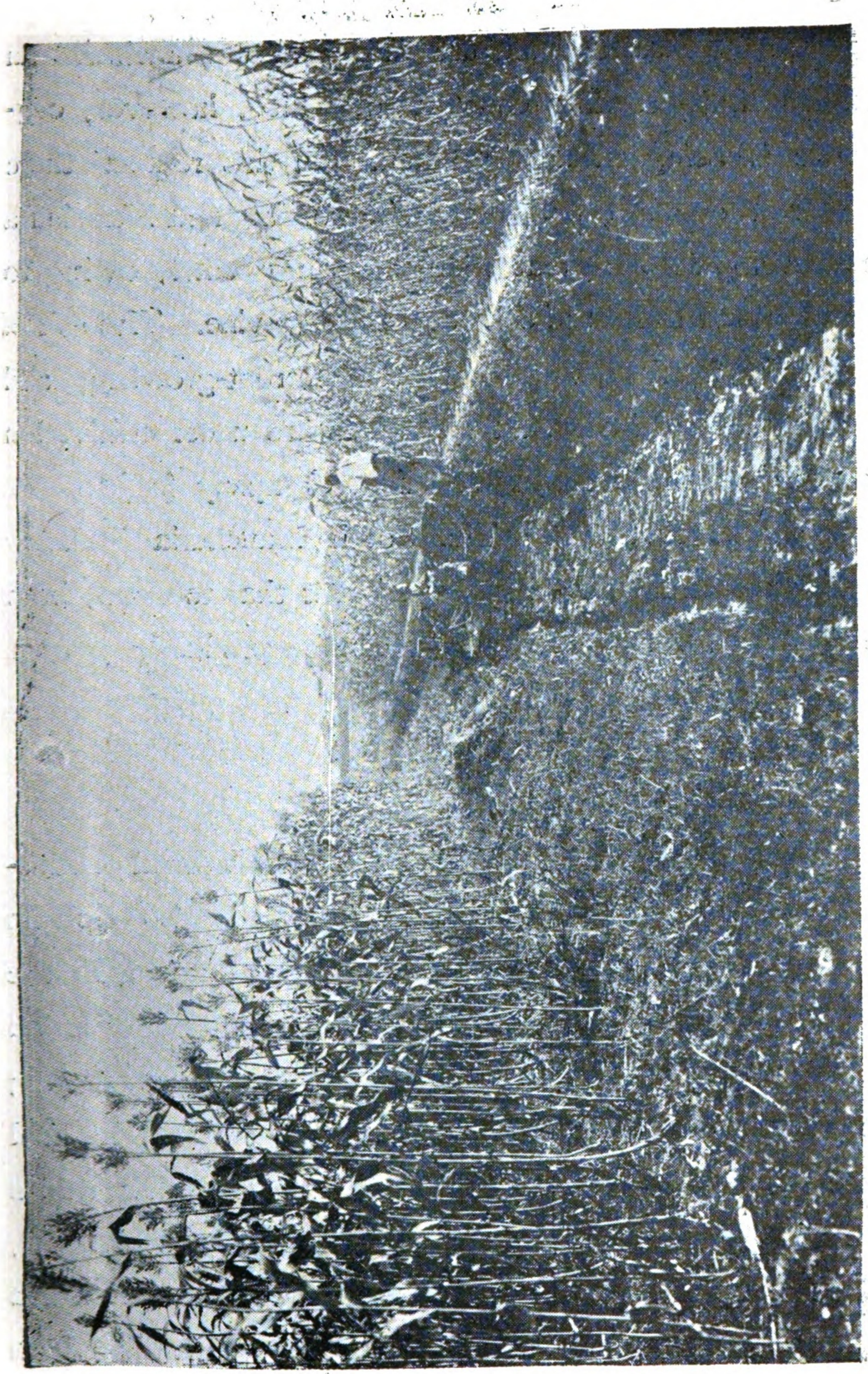

A Field of Kaoliang (one of Manchuria's Staple Products).

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The absence of moisture also makes Manchuria an excellent fruit-growing country, of which, however, cognizance is being gradually taken. In this respect there is a great opening, and it is quite possible that Manchuria may develop into a great wine-producing centre, owing to its natural fitness for the cultivation of the vine. The soil of Manchuria is further adapted to beetroot-growing, and especially around Mukden large tracts are under cultivation for the Manchuria Sugar Refining Company (a Japanese Company at Mukden). The South Manchuria Railway Company has also proved by experiment that tobacco, both the American and Japanese kinds, can be profitably grown.

Other Fields Awaiting Exploitation.

In addition to its agricultural productiveness, Manchuria is also rich in mineral wealth. At Fushun, in the heart of the country, there is an inexhaustible coal-field which is yielding 10,130 tons a day; and other minerals are also found in various parts. The coal mines are being thoroughly worked, but the other mines have never been seriously prospected. Iron ore is plentiful, and at Anshan, on the main line, the South Manchuria Railway Company has established a very extensive iron

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and steel works, around which is springing up a large town, while at Penchihu, on the Mukden-Antung line, is another large iron works under joint Japanese and Chinese management. There is also a great opening for glass manufacture, owing to the abundance of silicious stone and other natural advantages, coupled with the Fushun Colliery for the provision of fuel. A glass factory, a pottery, and a fire brick kiln are maintained by the above mentioned Laboratory, the first mentioned experimentally and the other two profitably. Another interesting fact is that at Choushuitzu, near Dairen, is one of the finest cement mills in the Far East, and a few other mills have been planned to be established in the same locality. There is yet another sphere of industrial enterprise waiting to be developed, viz., the Tussah Silk traffic. Over 4,500,000,000 wild silk cocoons are gathered annually, so that there is a fine opening for Tussah Silk Factories. The General Laboratory of the South Manchuria Railway Company is maintaining a factory for the experimental reeling, weaving and dyeing of Tussah Silk on the most up-to-date lines, and having established a success, turned it over to private interests, recovering it after a year and a half. Mukden, the seat of the Chinese Government of Manchuria, is famous for its fur market; and skin, rug, and glove factories, run on up-to-date modern lines in such a place, would quickly reap the reward of enterprise.

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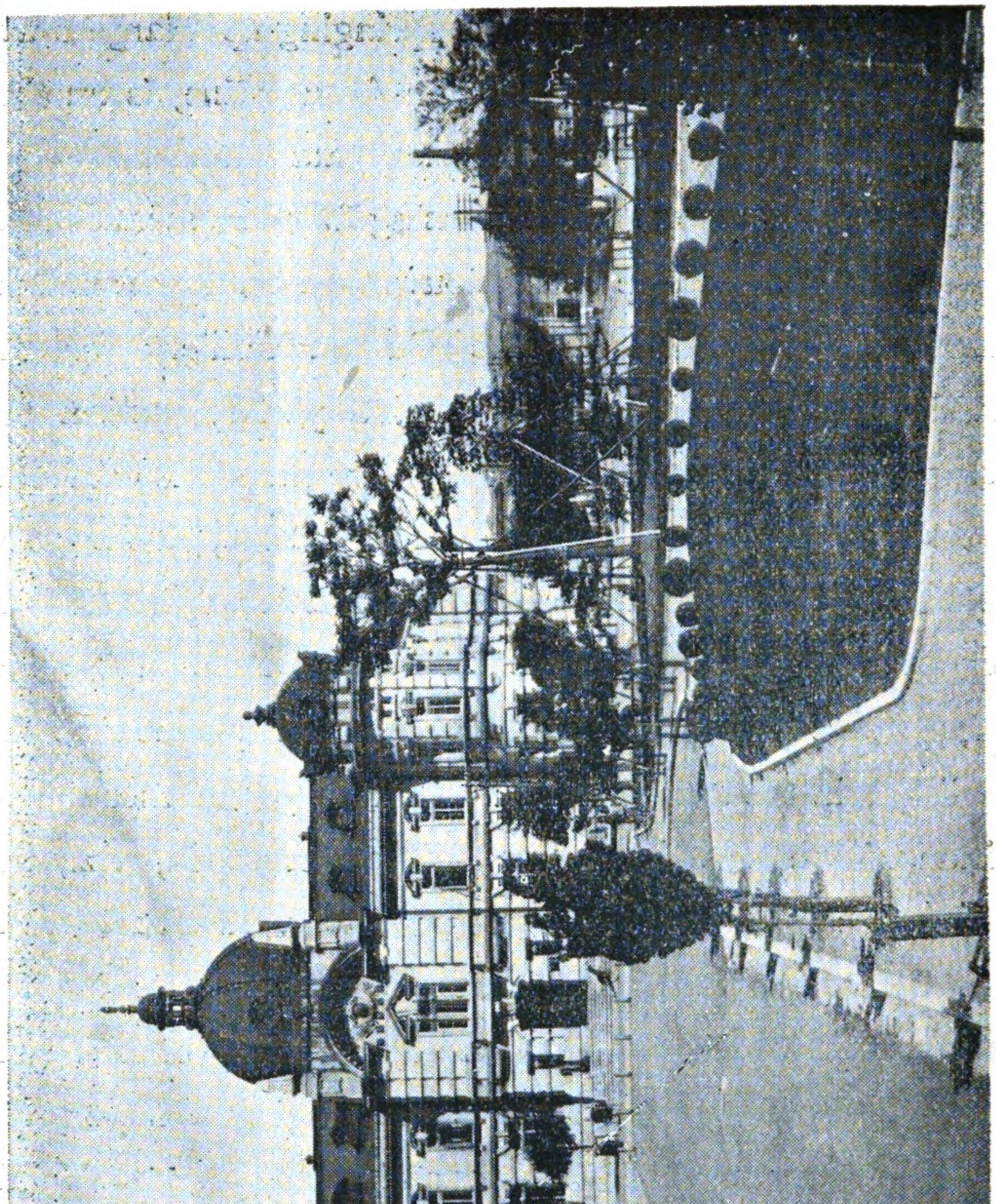

Yokohama Specie Bank, Dairen.

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Reporting Progress.

The above conveys but a very imperfect idea (by reason of its briefness) of the present conditions of Manchuria, refers to but a few of its natural resources, and indicates but few of the ways in which the country may rapidly continue to develop. And not only does the railway give one of the best services in the world, bt t elegraphic and telephonic communication has been opened up from end to end, and banking facilities are both numerous and excellent.

Trade With Europe.

Most important of all is the fact that between Europe and America and South Manchuria has been laid the foundation of permanent international trade relations which must inevitably expand in increasing proportions as the years pass by.

Civil Government.

But although the Japanese are to be found in all parts of Manchuria, only a small portion of the country is under Japanese administration. By the Portsmouth Treaty, at the close of the war with Russia, the portion of the railway south of Changchun (Kwanchengtze) and the territory which had been leased by

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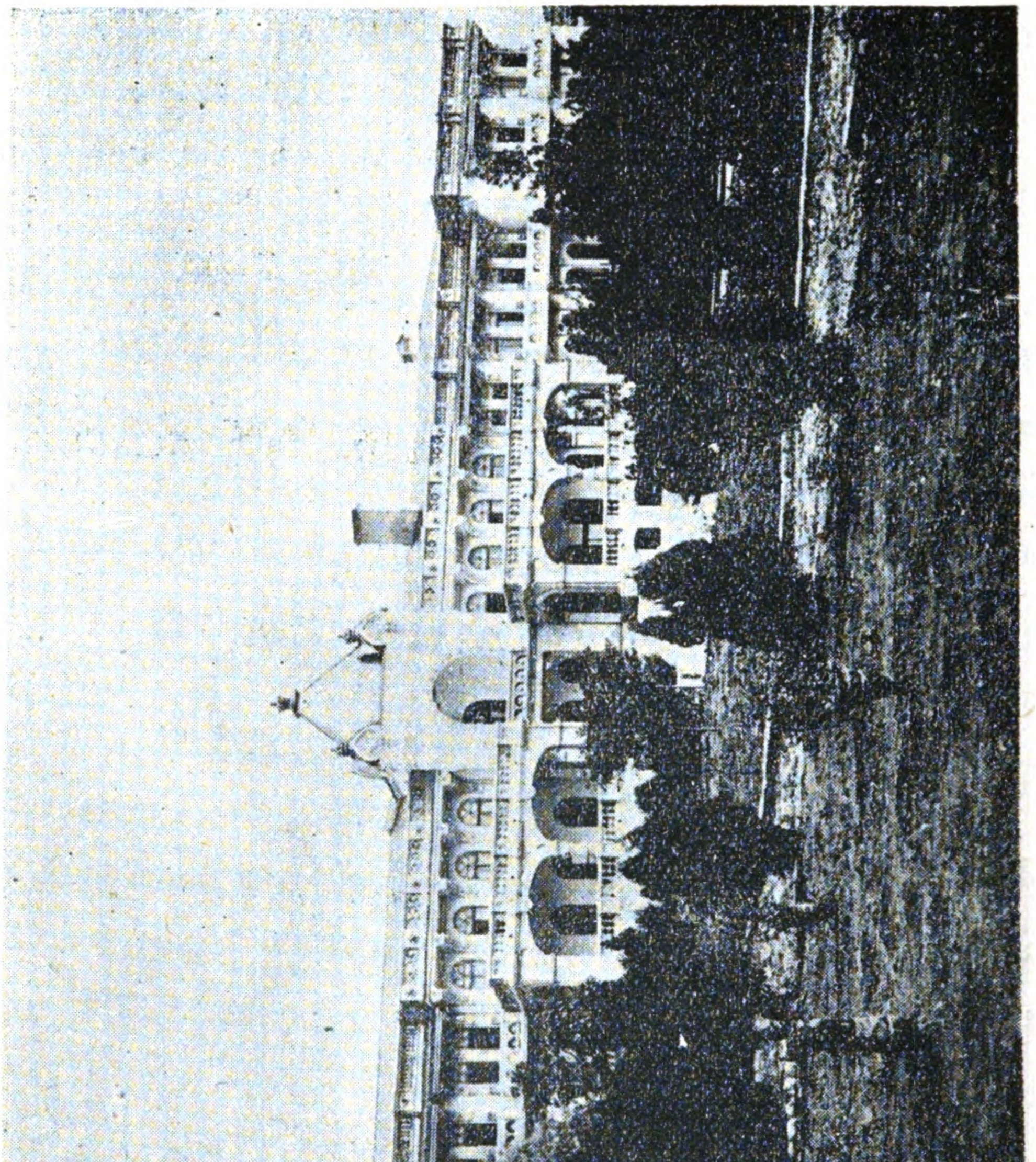

Kwantung Government House, Port Arthur.

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China to Russia were transferred to Japan. The Japanese thereupon set up the Kwantung Government for the administration of the Leased Territory and the policing of the South Manchuria Railway Area, whilst for its economic development special importance was attached to the railway system, upon the effective working of which must largely depend the success of Japanese policy.

The Leased Territory has an area, including islands, of just over 1,300 square miles, and the area under cultivation in 1919 was about 225,000 square acres. For local government purposes, the Territory is divided into three Civil Administration districts under Civil Administrators, with headquarters at Dairen, Port Arthur, and Chinchou. Dairen and Port Arthur, however, are partly self governed, having been raised to municipalities with mayors and councillors. The Leased Territory itself is a "free zone," and consequently no duty is levied on goods imported for consumption within it; but articles passing the frontier into Manchuria are liable to the tariffs in force elsewhere in China, while native produce from Manchuria which passes through the territory pays the usual export duty when it leaves for China or foreign countries. The administration of the Customs is in the hands of the Chinese Government, which has a regular Customs Office at Dairen and out-stations at Port Arthur, Chinchou, Pulantien, and Pitzuwo. The population of the Kwantung Leased

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Territory at the census taken on July 31, 1919, was 596,233, including 64,040 Japanese, 532,075 Chinese, and 118 foregners.

SOUTH MANCHURIA RAILWAY.

Its Origin.

The South Manchuria Railway was originally built by the Chinese Eastern Railway Company during 1900 and 1901, to form an arm of the great Trans-Siberian route from Europe to the Far East. It was then constructed on the Russian gauge of 5 feet, which was converted by the Japanese Army during the progress of the Russo-Japanese War into the Japanese gauge of 3 feet 6 inches in order to be adapted to the rolling stock sent over from Japan. By the treaty at the close of the war the Japanese Government acquired from Russia the main line from Changchun to Port Arthur, together with its branch lines, and all the rights, privileges, and properties attaching thereto, including the coal mines. As a result, the South Manchuria Railway Company was organized in 1906, under the auspices of the Imperial Japanese Government, with an authorized capital of 200,000,000 yen (£20,000,000) ,half of which is owned by the Japanese Government.

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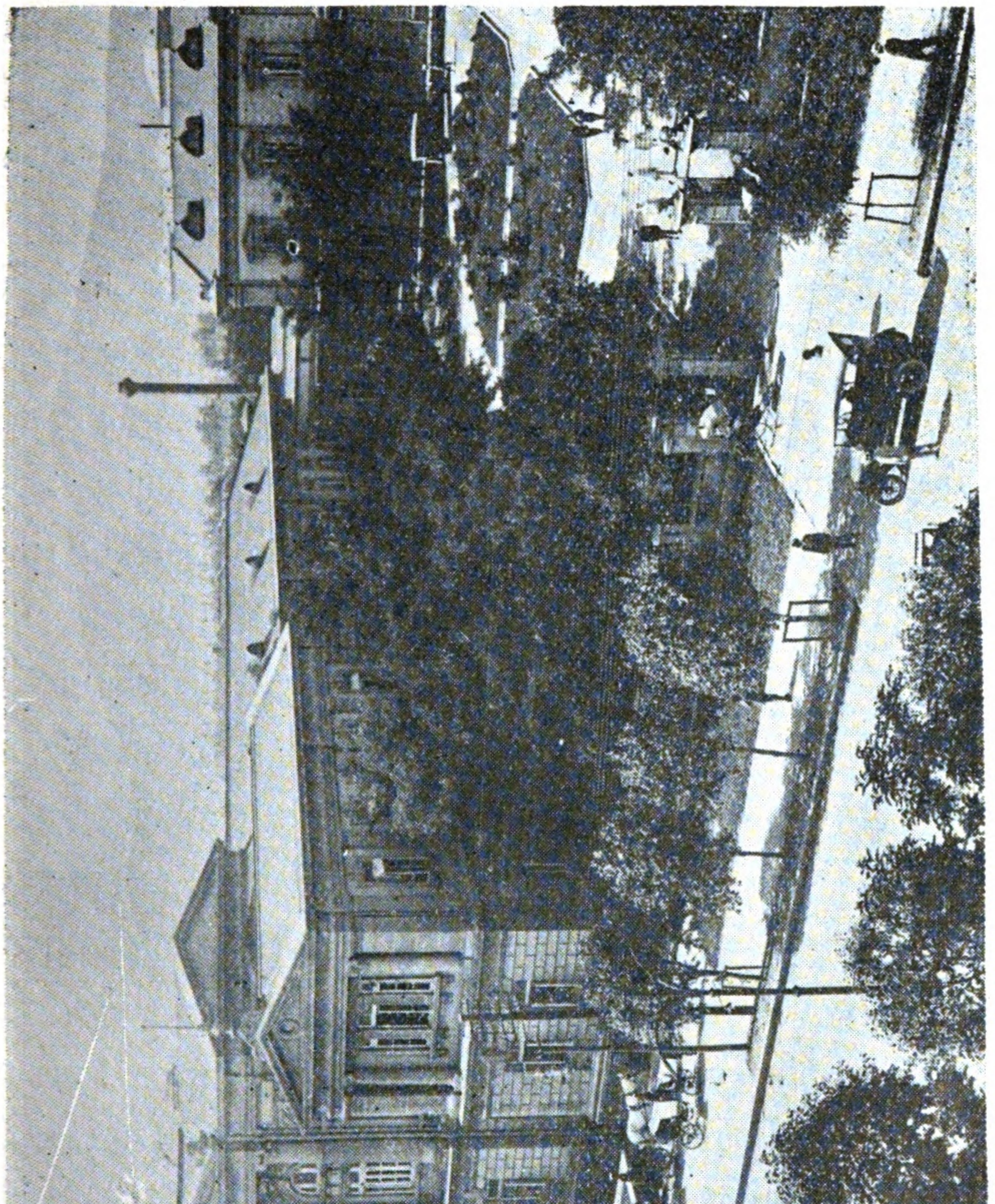

General Offices, S. M. Railway Co, Duiren.

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Quick Development. The Company took over the properties from the Government in April, 1907. The rolling stock was then quite worn out, and the whole of South Manchuria still submerged in a chaotic state. But within the short space of about one year, and without the interruption of traffic for a single day, the narrow gauge of the main line was re-widened into the standard gauge of 4 ft. 8½ ins., and the line was opened to the service of new rolling stock. Some of the branch lines were also reconstructed, and by 1909 the main line was doubled between Dairen and Suchiatun, a distance of 238 miles. The result was that the express service between Dairen and Changchun was made thrice-weekly, so as to connect with every express train of the Trans-Siberian Railway. But when the Great War caused the stoppage of the Trans-Siberian Express service, the South Manchuria Express service was also suspended, and has not yet been resumed, sleeping cars and dining cars being attached meanwhile to the ordinary trains instead. During the last year or two the doubling of the main line beyond Suchiatun has been taken up and is progressing.

New Highway Round the World. The reconstruction of the Mukden-Antung line into standard gauge was then commenced, and despite the almost insuperable obstacles and difficulties that such a

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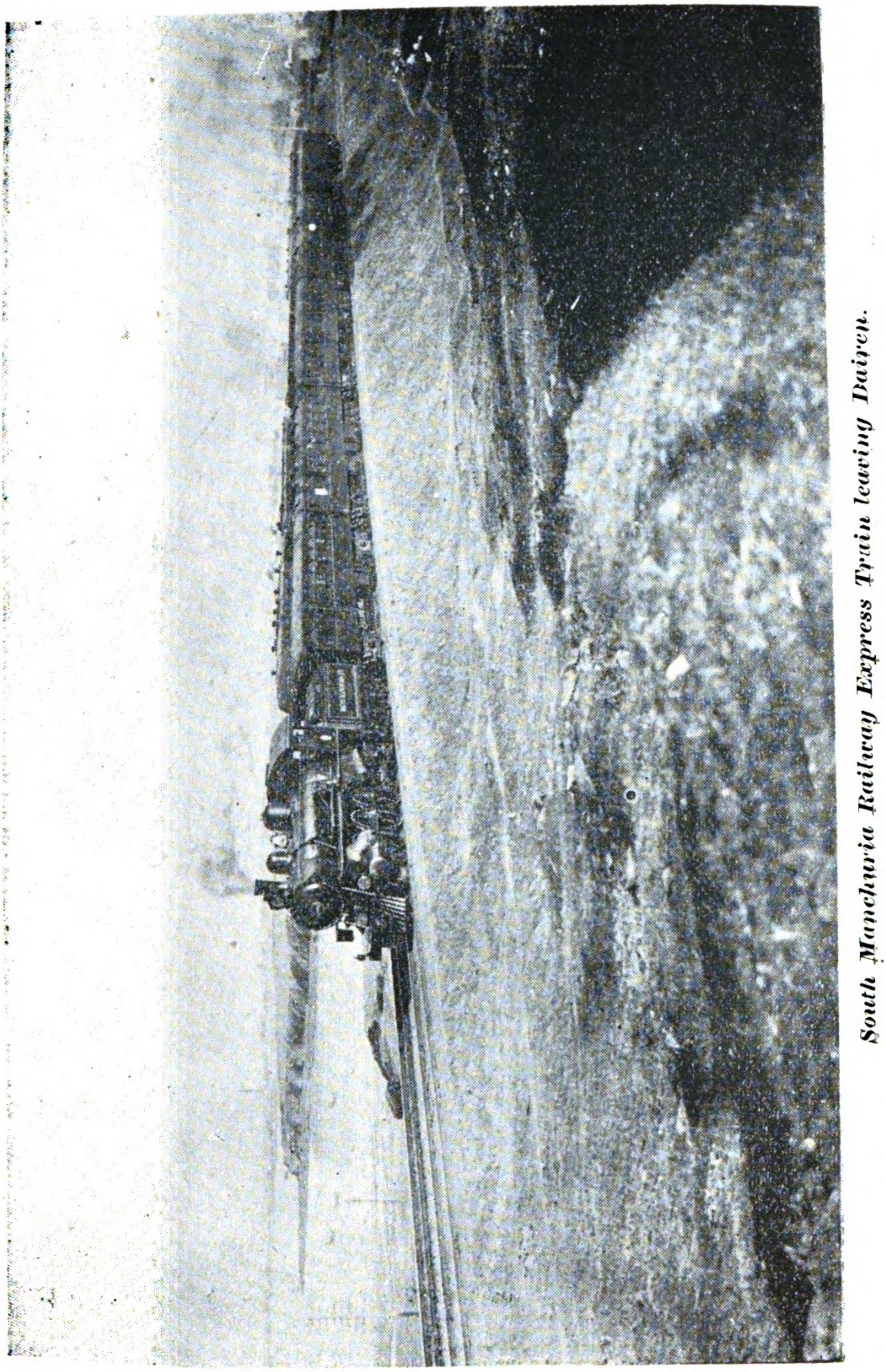

South Manchuria Railway Express Train leaving Dairen.

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work presented, owing to the physical peculiarities of the country, as much as 98 miles was completed and traffic opened thereon by December, 1910. The whole of the transformation was effected by the end of October, 1911, and the new line of 170 miles was thrown open for traffic on November 1st. of the same year. At the same time a gigantic railway bridge over the River Yalu was completed by the Chosen (Korean) Government Railways, which connected the railways of Manchuria and Korea. Thus was opened up a new highway round the world via Japan and Korea, which shortened the quickest journey hitherto between London and Tokyo by nearly two days and reduced the sea voyages at either end to trips of a few hours.

Effects on Trade. In fact so energetic has the South Manchuria Railway Company been with regard to these and other improvements that it has not only attracted Far Eastern travellers by reason of its excellent service, but has also brought about a notable shifting of trade centres in South Manchuria. It has been found safer, easier, quicker, and, in most cases, cheaper to carry produce to the port of Dairen by railway than by the Liao river to the port of Newchwang as formerly, and consequently new commercial towns have sprung up in the railway area. The result of the allround improvement in the service has been a remarkable

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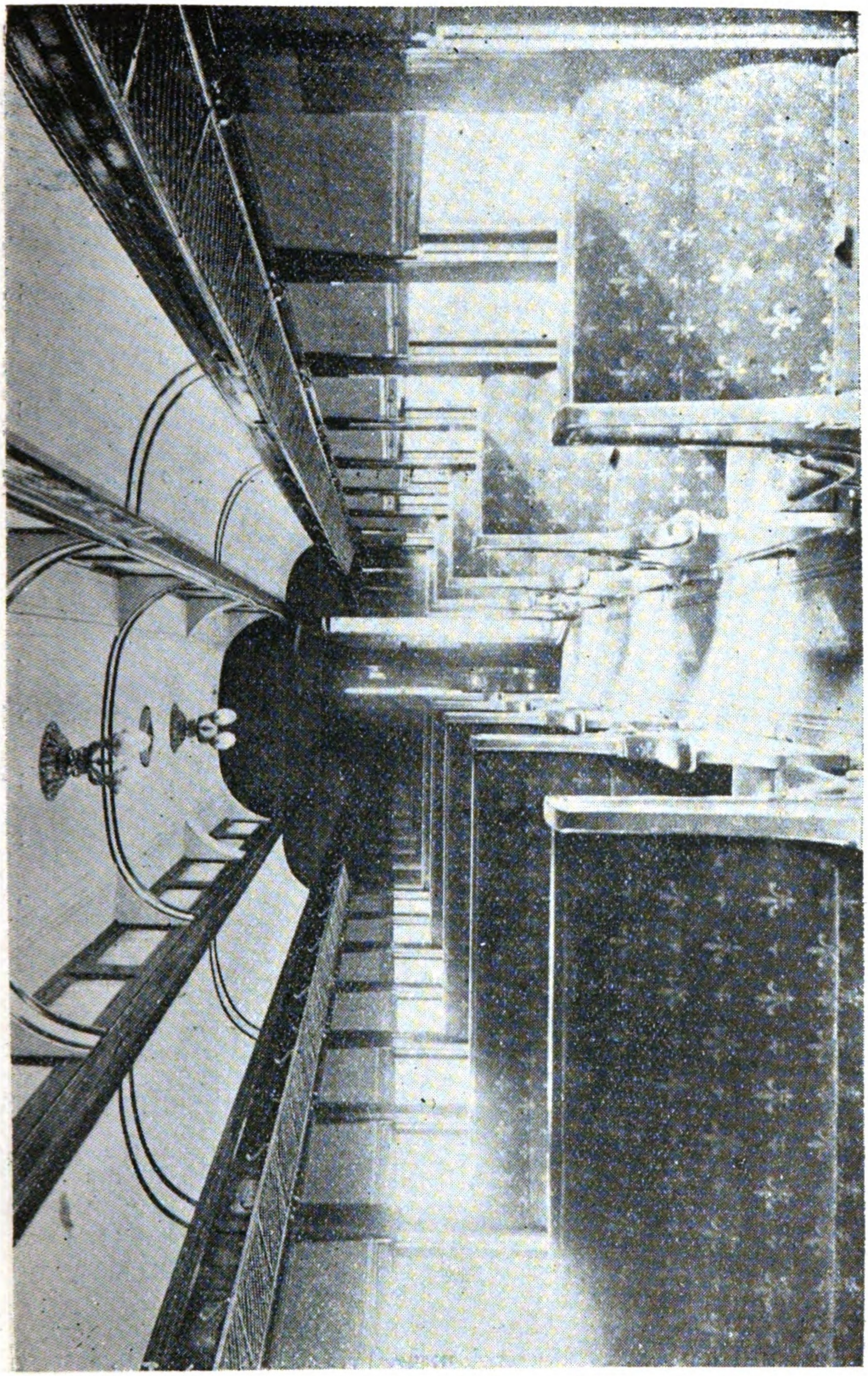

S. M. R. First Class Day Car.

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increase in the traffic, as may be seen by the following official returns of the passenger and goods traffic receipts:—

For the Year ending March	31,	1908	.....	¥	9,768,887
,,	,,	,,	,,	,,	,,	1909	.....	,,	12,537,142
,,	,,	,,	,,	,,	,,	1910	.....	,,	15,016,198
,,	,,	,,	,,	,,	,,	1911	.....	,,	15,671,605
,,	,,	,,	,,	,,	,,	1912	.....	,,	17,526,288
,,	,,	,,	,,	,,	,,	1913	.....	,,	19,907,456
,,	,,	,,	,,	,,	,,	1914	.....	,,	22,275,132
,,	,,	,,	,,	,,	,,	1915	.....	,,	23,216,722
,,	,,	,,	,,	,,	,,	1916	.....	,,	23,894,204
,,	,,	,,	,,	,,	,,	1917	.....	,,	27,815,349
,,	,,	,,	,,	,,	,,	1918	.....	,,	34,457,923
,,	,,	,,	,,	,,	,,	1919	.....	,,	44,992,872
,,	,,	,,	,,	,,	,,	1920	.....	,,	66,562,420

Extent of the Railway. The total extent of the lines operated by the South Manchuria Railway Company is 684.2 miles, made up as follow:—

Main Line:

Dairen-Changchun (Kwanchengtze) ..... 437.5 miles.

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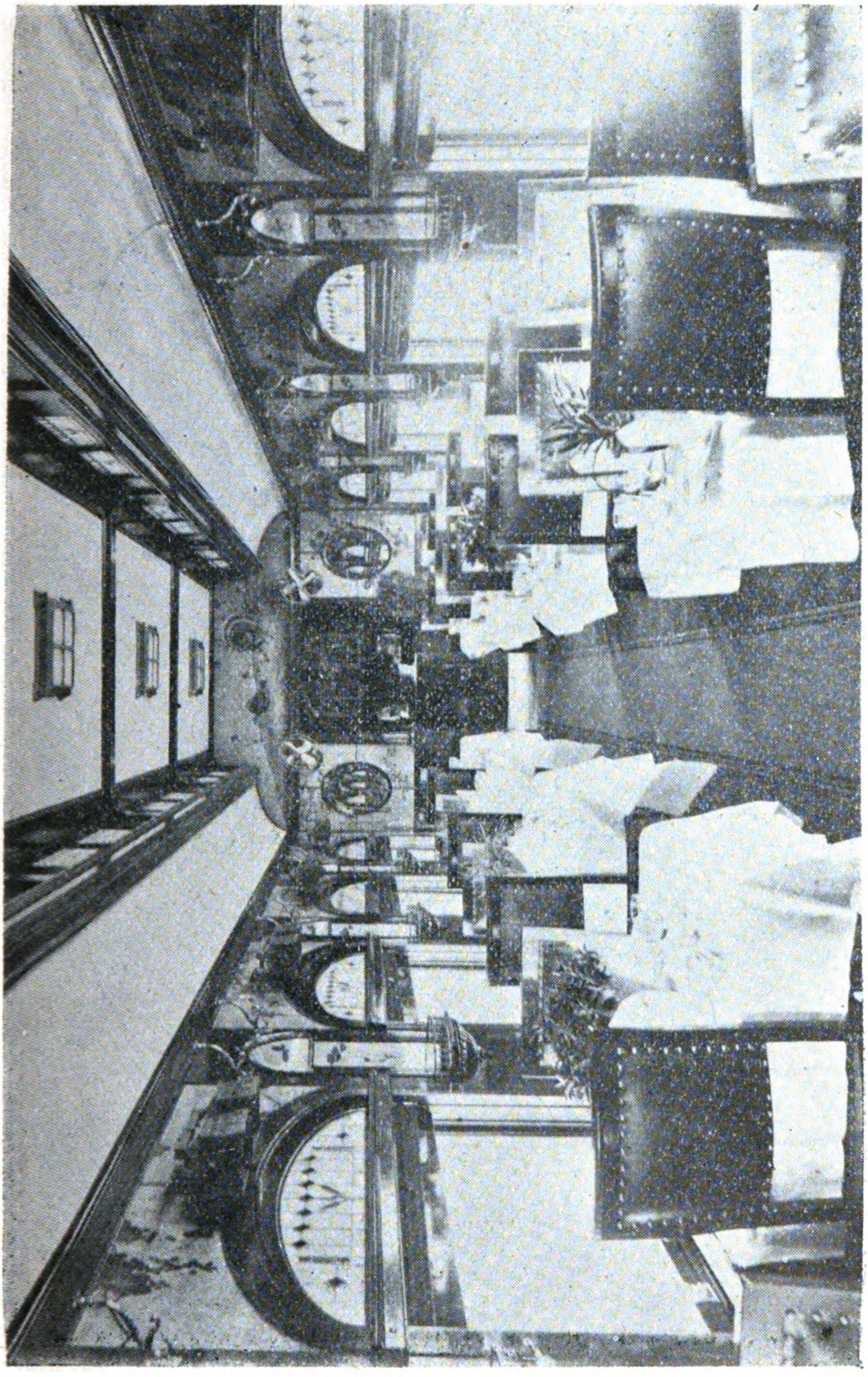

Dining Car, S. M. R. Train.

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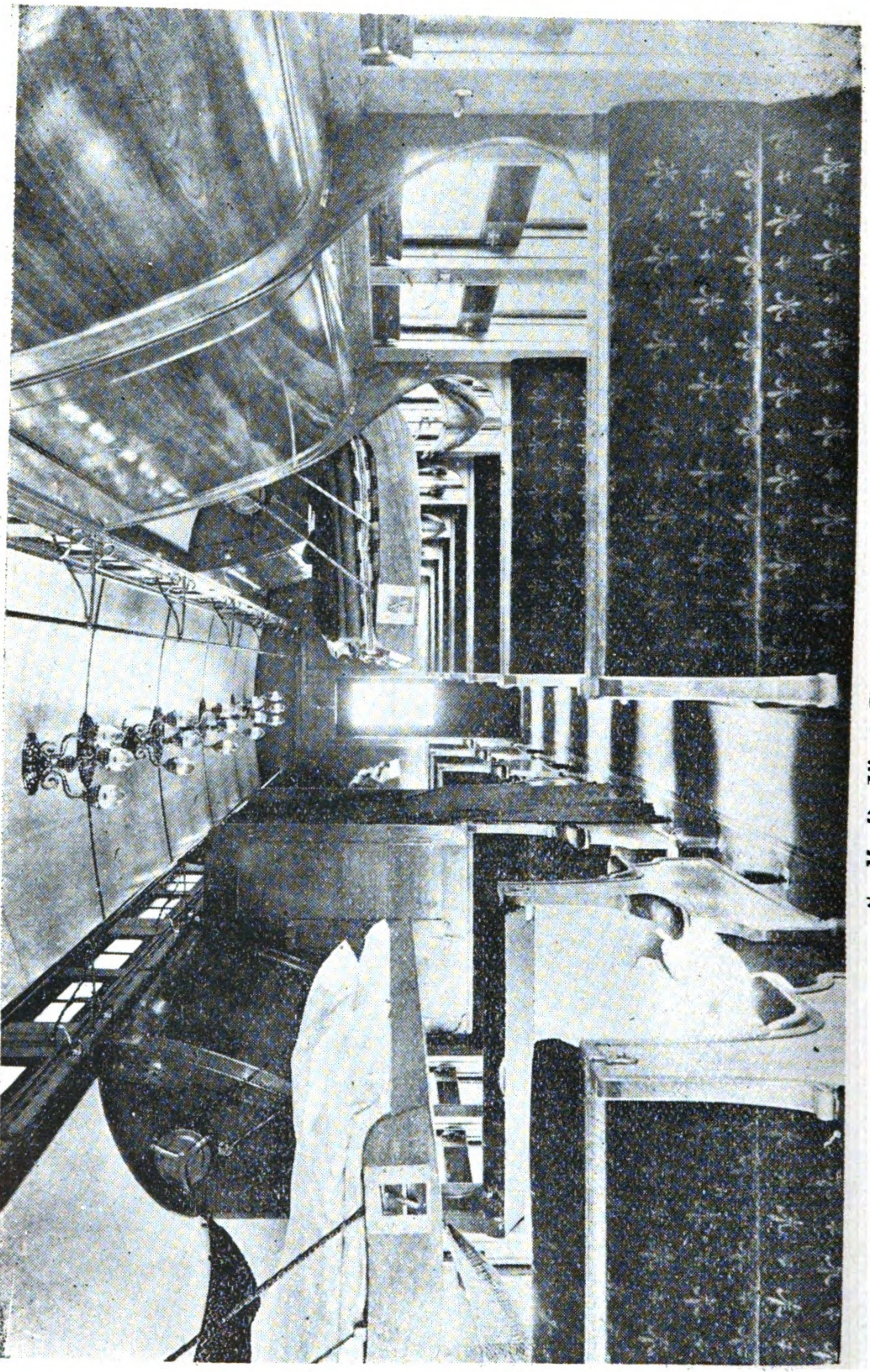

S. M. B. First Class Sleeping Car.

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Branch Lines :

Choushuitzu-Port Arthur.....	31.6	miles.
Tashihchiao-Yingkou	13.6	„
Suchiatun-Fushun	30.8	„
Mukden-Antung.....	170.7	„
	684.2	„

Steamship Service.

The ever-growing popularity of the overland route between Europe and the Far East led the South Manchuria Railway Company to establish in August, 1908, a regular steamship service between Dairen and Shanghai, by the steamer, "Kobe Maru," thus completing the shortest and quickest route between Europe and Shanghai. The advantages thus gained were recognized by the Postal Authorities of the various countries in the Postal Union, with the result that the S. M. R. line was established the mail line. Before long, however, it became necessary, owing to the continually increasing traffic, to expand the service by the addition of the "Saikio Maru"; and since May, 1909, the S. M. R. Company has maintained a twice-weekly service between Dairen and Shanghai, connecting before the Great War with its own express service and

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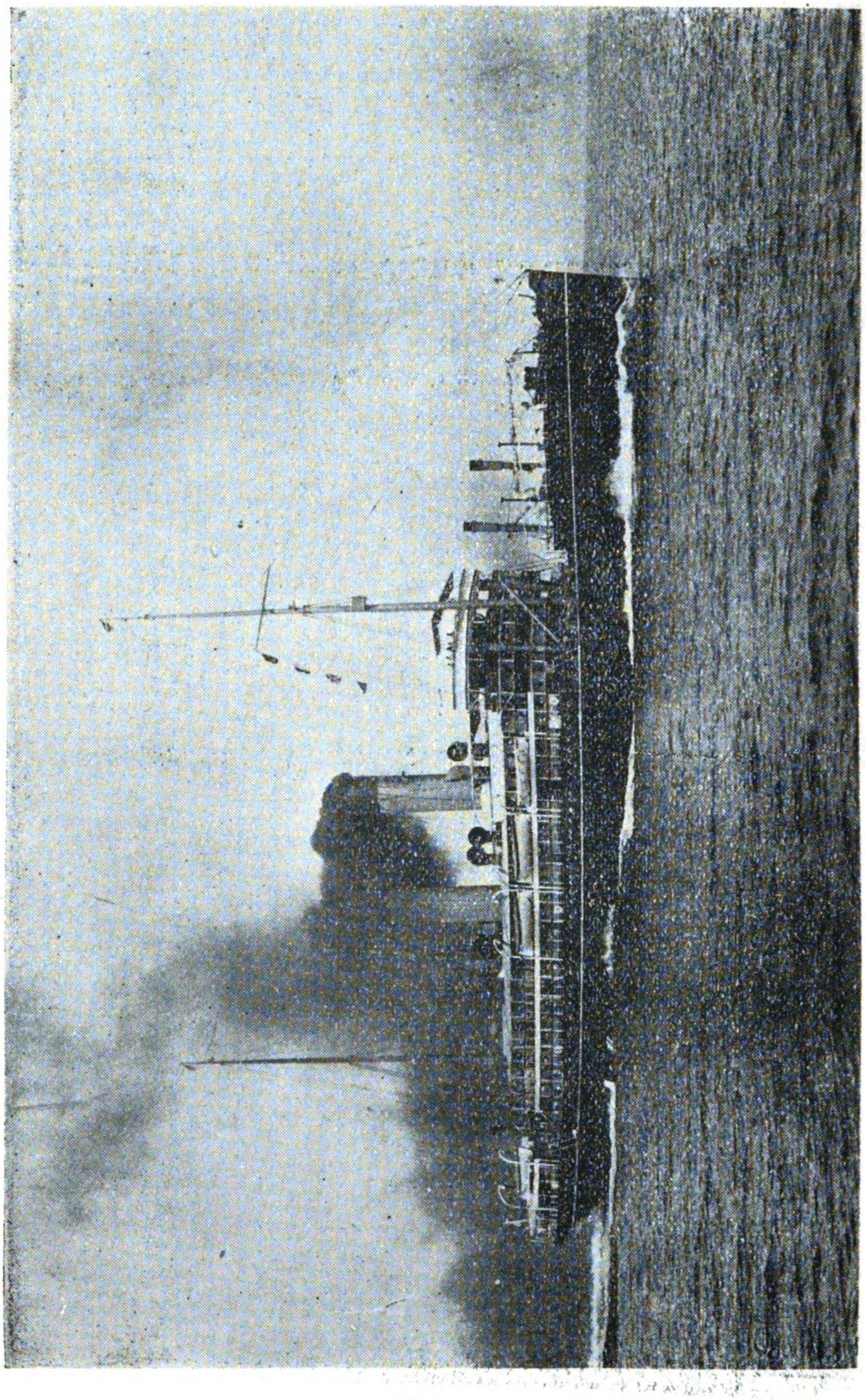

"Sokoki Maru" on S. M. R. Co. Dairen Shunghai Line.

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the Trans-Siberian Express train. On March 3rd, 1913, a new twin screwed Turbine steamer, the "Sakaki Maru," 3,876 tons, was launched at the Kawasaki Dockyard, Kobe, having been specially built for the Dairen-Shanghai line. She was put on the service in August, 1913, in place of the "Saikio Maru." She has a speed of 19 knots per hour, is fitted with every up-to-date appliance for comfort, safety, and convenience, and has accommodation for 63 First-Class (including 4 special cabins and 3 family cabins), 20 Second-Class, and 185 Third Class passengers. Both vessels are equipped with wireless telegraphy and carry a qualified doctor on board. The direct passage occupies about 32 hours. Since 1915 Tsingtao has been made a port of call, one steamer calling thereat on the outward trip and the other on the homeward trip. During the year ending March 31, 1920, as many as 22,227 passengers were carried by these steamers of the S. M. R. Dairen-Tsingtao-Shanghai Line from all three ports combined. For some years the Company also operated other passenger and cargo boats on other runs, mainly for the purpose of exporting its Fushun Coal, and then, to promote the development of the coasting trade in North China waters, arranged for the establishment of the Dairen Kisen Kaisha (Dairen Steamship Company) to operate these and other vessels and organize a regular service.

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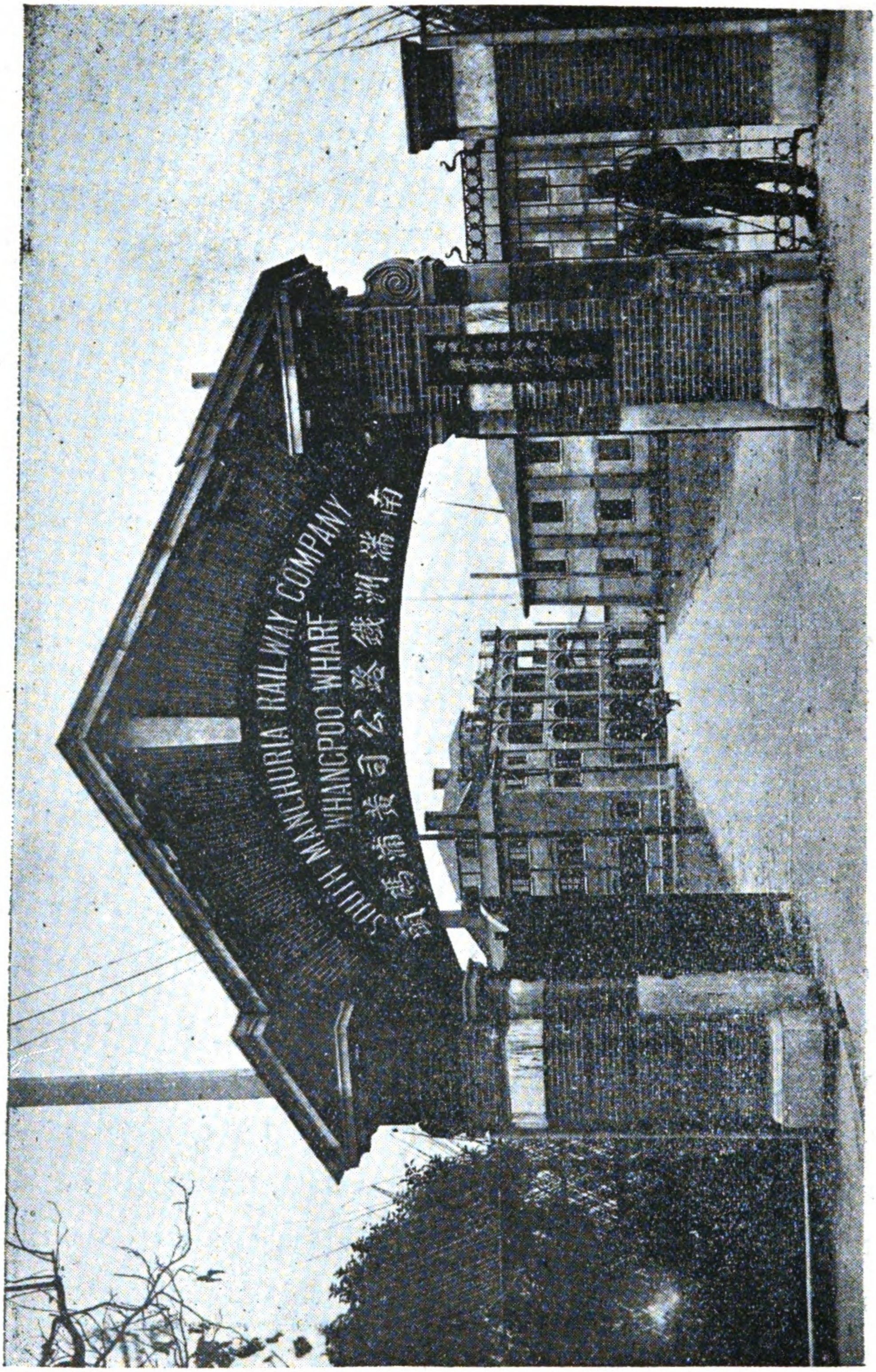

Entrance to S. M. R. Co.'s Wharf at Shanghai.

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Through Passenger Tickets. With a view to further facilitating the convenience of passengers, the South Manchuria Railway Company has entered into agreements and made arrangements with many other Railway and Steamship Companies whereby Through Passenger Tickets are issued between the Company's principal stations and the principal points on the other lines, particulars of which will be found in the Company's illustrated "Handbook of Information." Overland and Circular Tours may also be booked for certain periods at greatly reduced rates.

Through Registration of Baggage. Another great facility was added in 1913, when arrangements were made for the through booking of baggage as well as passengers.

Other Railways under S. M. R. Co. Management. On July 31, 1917, by an Imperial Japanese Ordinance, the South Manchuria Railway Company was entrusted with the management of the Chosen Railways which had hitherto been undertaken by the Railway Bureau of the Chosen Government. Moreover, on January 1, 1918, by an Agreement with the Chinese Government, the Company was empowered to control the

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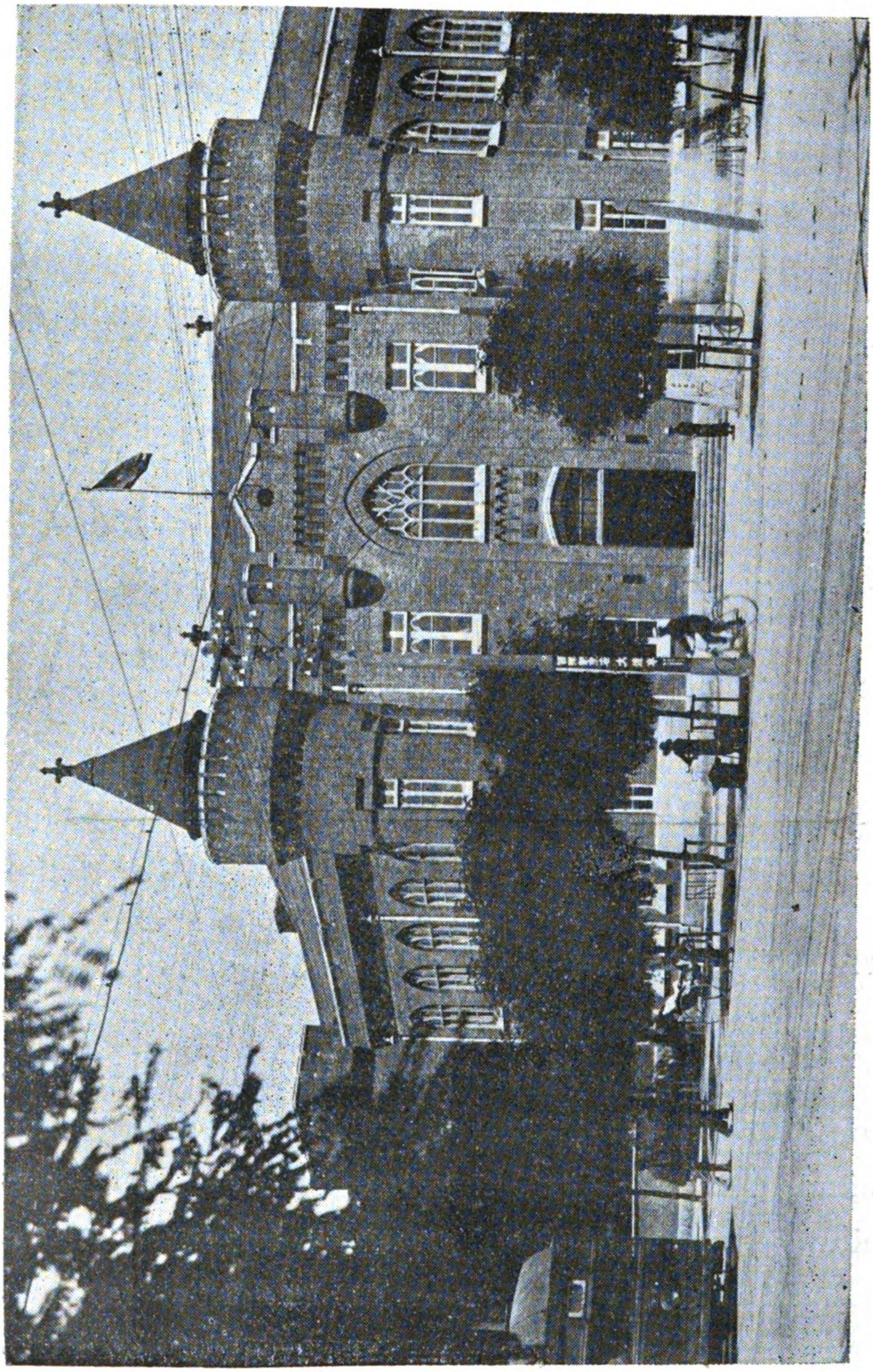

Chinese Maritime Custom House, Dairen.

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maintenance and management of the traffic and accounts of the Kirin-Changchun Line of the Chinese Government Railways during the period of a loan made by the Company to the Chinese Government. This placed in the hands of the South Manchuria Railway Company the operation and management of all the railway lines in South Manchuria and Chosen east of Mukden.

PLACES OF INTEREST ALONG THE LINES.

MAIN LINE.

The Country it Serves.

The main line of the South Manchuria Railway extends from Dairen to Changchun, a distance of 437½ miles, and connects at Choushuitzu with the branch line to Port Arthur, at Tashihchiao with the branch line to Yingkou (Newchwang), at Mukden with its own Mukden-Antung Line and the Peking-Mukden Line of the Chinese Government Railways, and at Changchun with the Chinese Eastern Railway branch of the great Trans-Siberian route and the Kirin-Changchun Line of the Chinese Governement Railways (which, in accordance with an Agreement with the

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Chinese Government, is now operated by the South Manchuria Railway Company.) This main line runs through diversified country, drained on the east by the River Yalu, which flows into the Yellow Sea at Antung, and on the west by the River Liao, which empties itself into the Gulf of Pechili at Yingkou (Newchwang). The fighting zone in the late Russo-Japanese War extended for 330 miles along the line, from Dairen to Changtu, the Russians stubbornly contesting every inch of the way and the victorious Japanese driving them further and further north. As travellers proceed northwards they will see on both sides tell-tale fragments still remaining of hundreds of trenches zigzagging across the plains and ever pointing to the hills. It was by means of these trenches that the Japanese advanced and drove the Russians from the heights. And here and there will be seen the scenes where the great battles took place, but where now Soya Beans, kaoliang, and millet flourish and make for the prosperity of this once devastated country.

Past and Present Picture.

It seems but yesterday that Manchuria was "The Forbidden Land"—that part of China from which foreigners were most rigorously debarred. Since the childhood of most men and women alive to-day it was practically impossible for any foreigner to put a foot in Manchuria, much more travel

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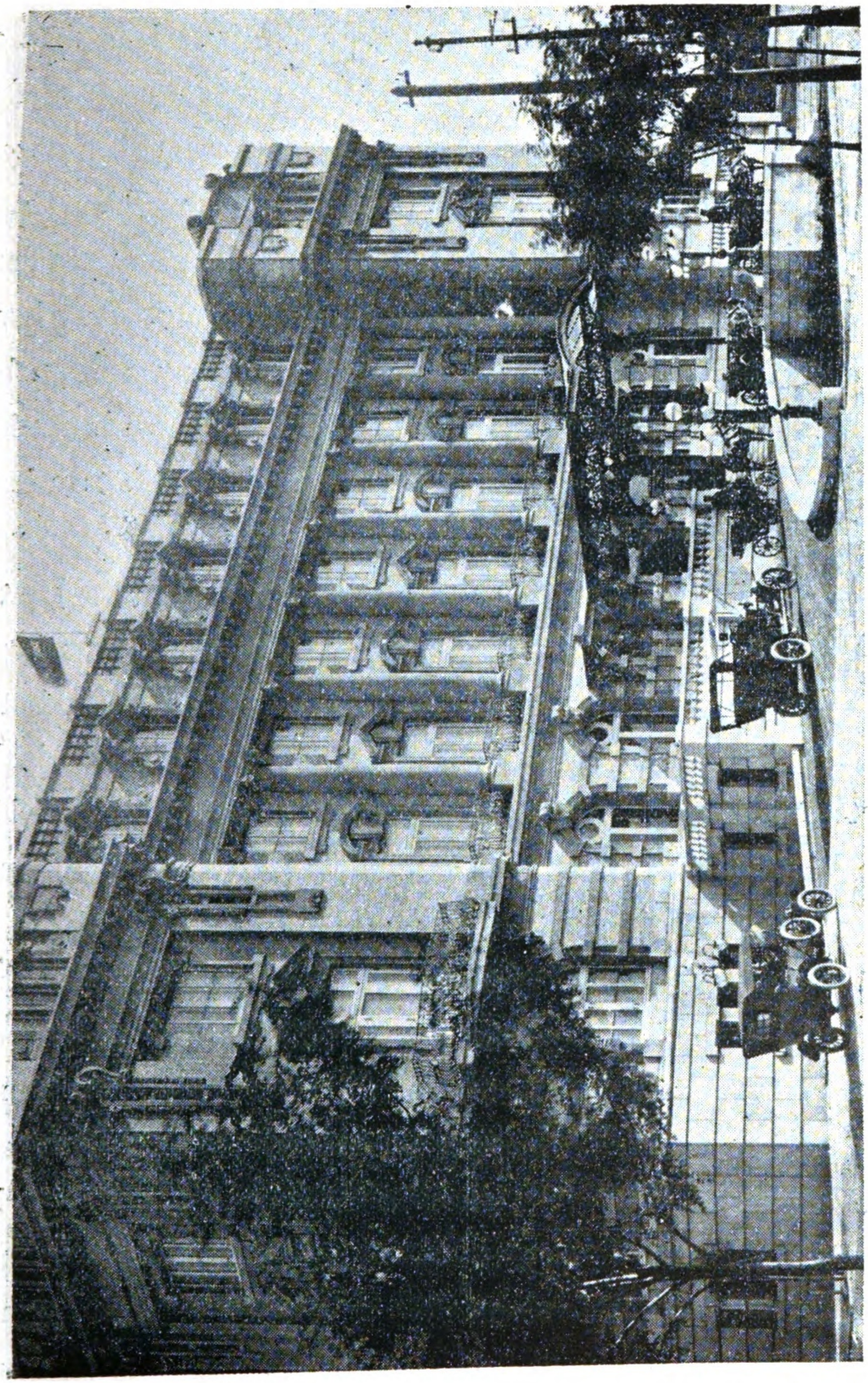

Yamato Hotel, Dairen, South Manchuria.

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through its picturesque and old-world scenery. Less than a generation ago the Russians opened up the country for themselves, but it has been the Japanese during the last dozen years or so who have thrown it open to the world. Even to-day it is to a great extent an unknown land. Few travellers and fewer tourists venture off the line of railway. Yet here we have a real bit of Old China. It was the Manchu Dynasty which reigned over China for nearly three centuries until the revolution in 1911, and it was because of that ancient defeat that the Chinese were compelled to wear queues according to the custom of the Manchu conquerors. Up to the dawn of the Twentieth Century Manchuria was kept practically outside the world. But now, foreign firms, both great and small, have their representatives or their principals scattered along the Railway Area and doing business with the Japanese and Chinese alike. New towns are springing up along the iron road to meet the Japanese enterprise—not mushroom towns, but towns planned and built after the best Western models, with spacious well-made streets, tramways, hotels, banks, markets, parks, and all the concomitants of the Western Hemisphere. Perhaps nowhere has the progressive spirit of the Japanese been more shown than in Manchuria. It is strange to-day to find comfortable trains, with luxurious sleeping and dining cars, and modern towns, with palatial hotels, accommodating the tourist where but

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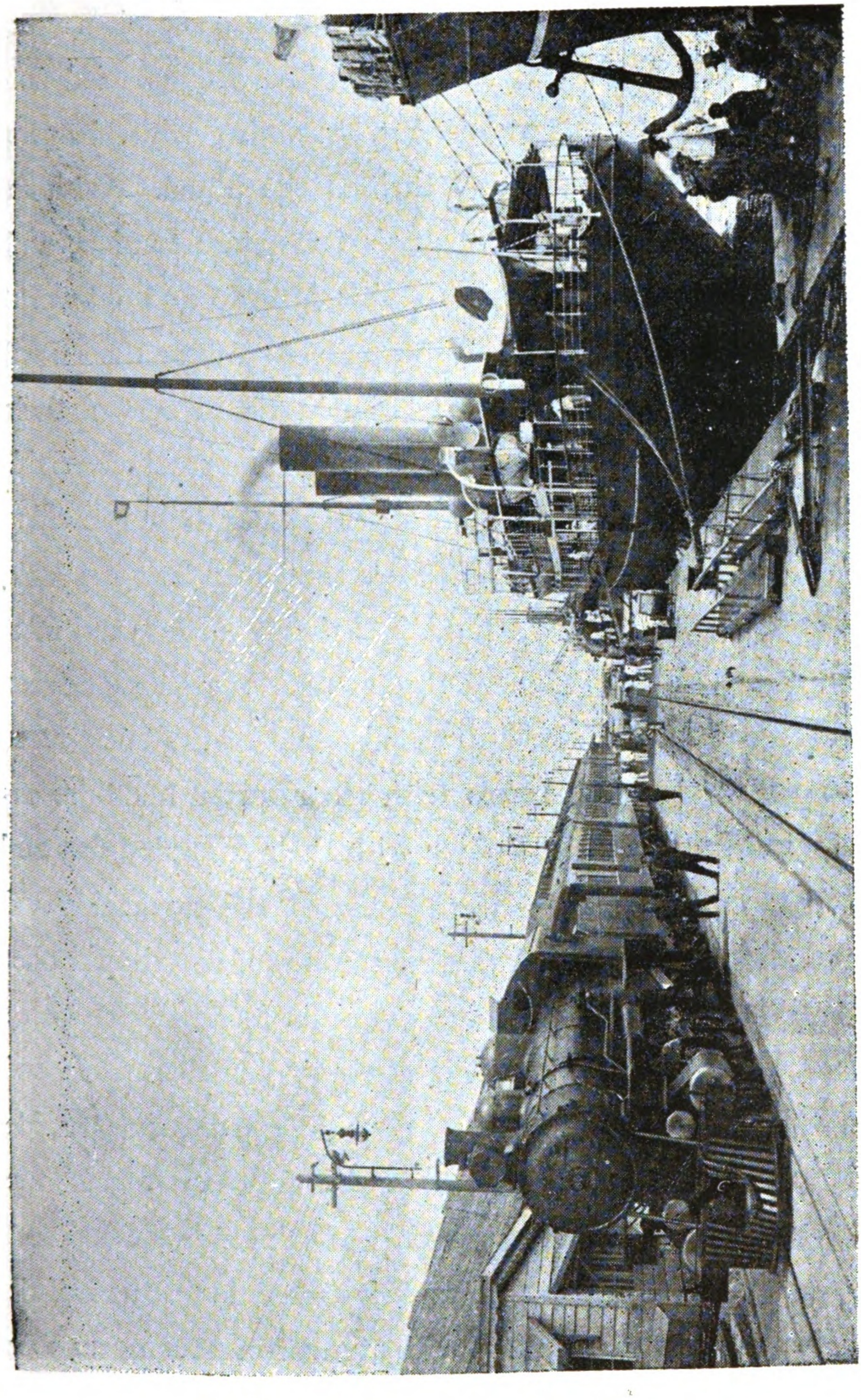

Railway and Steamer Connection, Dairen Harbour.

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a few short years ago travelling was only undertaken after much thought and care, and then often accompanied not only with serious inconveniences, but also with dangers that quickened the pulse and thrilled the blood. With an eye to their welfare the Japanese encourage tourists, and make it a pleasure for them to visit historic and old-world places. And Messrs. Thos. Cook and Son, with their usual enterprise, have included South Manchuria in one of their Round-the-World Tours. What strange sights and scenes this tour presents in Manchuria! It is safe to say there is nothing like it in the world. With the rest of the world an open book, Manchuria remains to be "done." It is the newest and most novel place opened up to the globe-trotter. Here may be seen Manchus and Bannermen, physically one of the finest races in the world, Manchu ladies with their quaint head-dresses and natural feet, Chinese women with their crumpled feet and tiny pointed shoes, impassive Celestials of the governing and trading classes in flowered silk, multitudes of pigtailed coolies in their various shades of blue over-alls interspersed with a few Mongolian nomads in their plum-coloured clothing, and Russians in vari-coloured blouses and fur caps, side by side with the sturdy go-ahead Japanese, brimful of their elaborate native courtesy, a good proportion of whom have adopted Western dress and manners, and Japanese ladies in artistic *kimonos*, the whole sprinkled with an ever-increasing number

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of Europeans and Americans on business bent. Here also may be seen beautiful palaces, quaint temples, and ancient pagodas and Lama towers (some with traces of Indian influence in their architecture), surrounded with charming scenery and enwrapped in the mystery of ages, together with old customs and strange ways, all glowing in the clear, warm climate of the land, under a sky whose blue rivals that of Italy, and within easy reach of a sea which compares with the Mediterranean, But Manchuria is so quickly becoming modernized that those who wish to see the country while it still presents vestiges of Old China must not delay making the trip.

DAIREN (DALNY).

Its Romantic Origin.

Only a generation ago bleak desolation reigned where now stands the flourishing city and port of Dairen with its great volume of trade—the third largest in the Annual Returns of the Chinese Maritime Customs for 1918—and its population of well over 110,000. Had an aeroplane sailed over the site less than a quarter of a century ago, not one stone would have been seen standing upon another. The

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Chinese called the bay which washes its shores Talienwan, which means "Great Connections Bay." Only a few fishermen's mud huts, known as Chingniwa, signifying "Blue Mud Hollow," on the site of the present Dairen wharves, and another small fishing hamlet five miles distant at the head of the bay, called Huangniwa, or "Yellow Mud Hollow," now grown into the village of Choushuitzu, proclaimed that a region of thousands of square acres was not entirely uninhabited. Perhaps these fishing hamlets, though hardly large enough to be dignified by the name of hamlets, had been there from time immemorial. Who can tell? They were there when the fleet of the Anglo-French Expedition against China steamed into the bay in 1860 and made it one of the bases for an attack on the Taku forts as a chastisement for China's breach of faith. The British Commander named the bay Victoria Bay in honour of the reigning British Sovereign, but the name did not survive like Port Arthur, which was named on the same occasion after the young Prince Arthur, now H. R. H. the Duke of Connaught. The hamlets were still there, and nothing more, when the China-Japanese War broke out and concluded in 1894–5. Then came the Russians to South Manchuria in 1898, having obtained a lease of the southern part of the Liaotung Peninsula, now known as the Kwangtung Leased Territory. This included Talienwan, but it did not at once mark an epoch in

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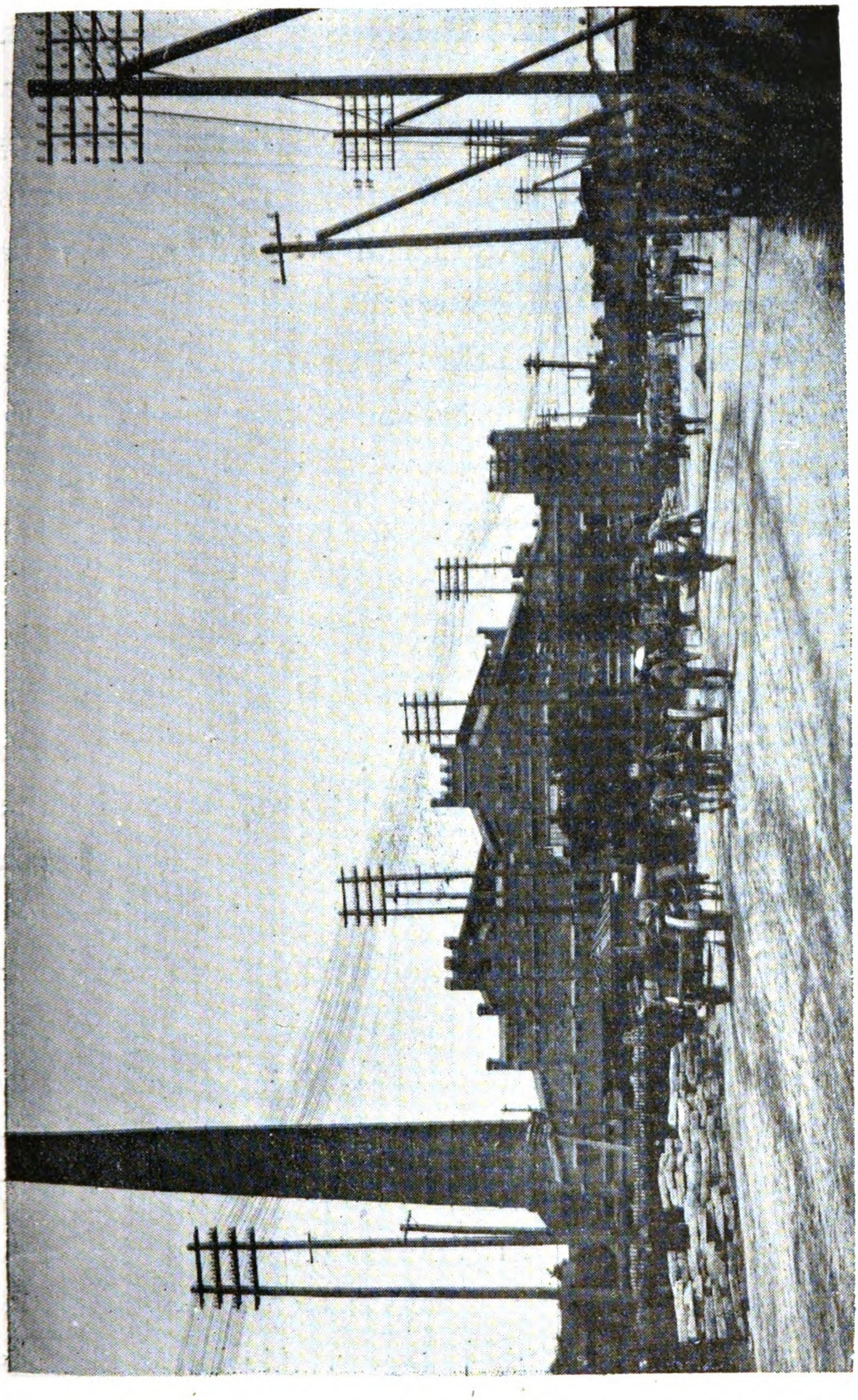

S. M. R. Co. Electricity Station, Dairen, with the Highest Chimney in the Far East.

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the history of the spot. The Russian energies were bent upon making Port Arthur one of the fairest cities as well as one of the strongest fortresses in the Orient. The railway which they had built to form an arm of the Great Trans-Siberian Line ran from Harbin to Port Arthur. This was only natural, seeing that it was stipulated in the Agreement between China and Russia that " Port Arthur shall be a naval port for the sole use of Russian and Chinese men-of-war, and be considered as an unopen port so far as the naval and mercantile vessels of other nations are concerned; while as regards Talienwan, one portion of the harbour shall be reserved exclusively for Russian and Chinese men-of-war, just like Port Arthur, but the remainder shall be a commercial port open to merchant vessels of all countries." However, the almost unknown, insolated spot was brought within the borders of civilization, and was destined for a city and a port. How this was brought about is an interesting story. Talienwan had been occasionally visited by an adventurous subject of the Czar. Struck by the beauty of the bay, the fact that its coast waters were icefree during winter, and the gradually rising character of the shore, it occurred to him that here was an ideal place for a city and a port which should be an outlet for Russia to the Pacific without the disadvantage suffered by Vladivostock of being ice-bound during a greater part of the year. He interested Count

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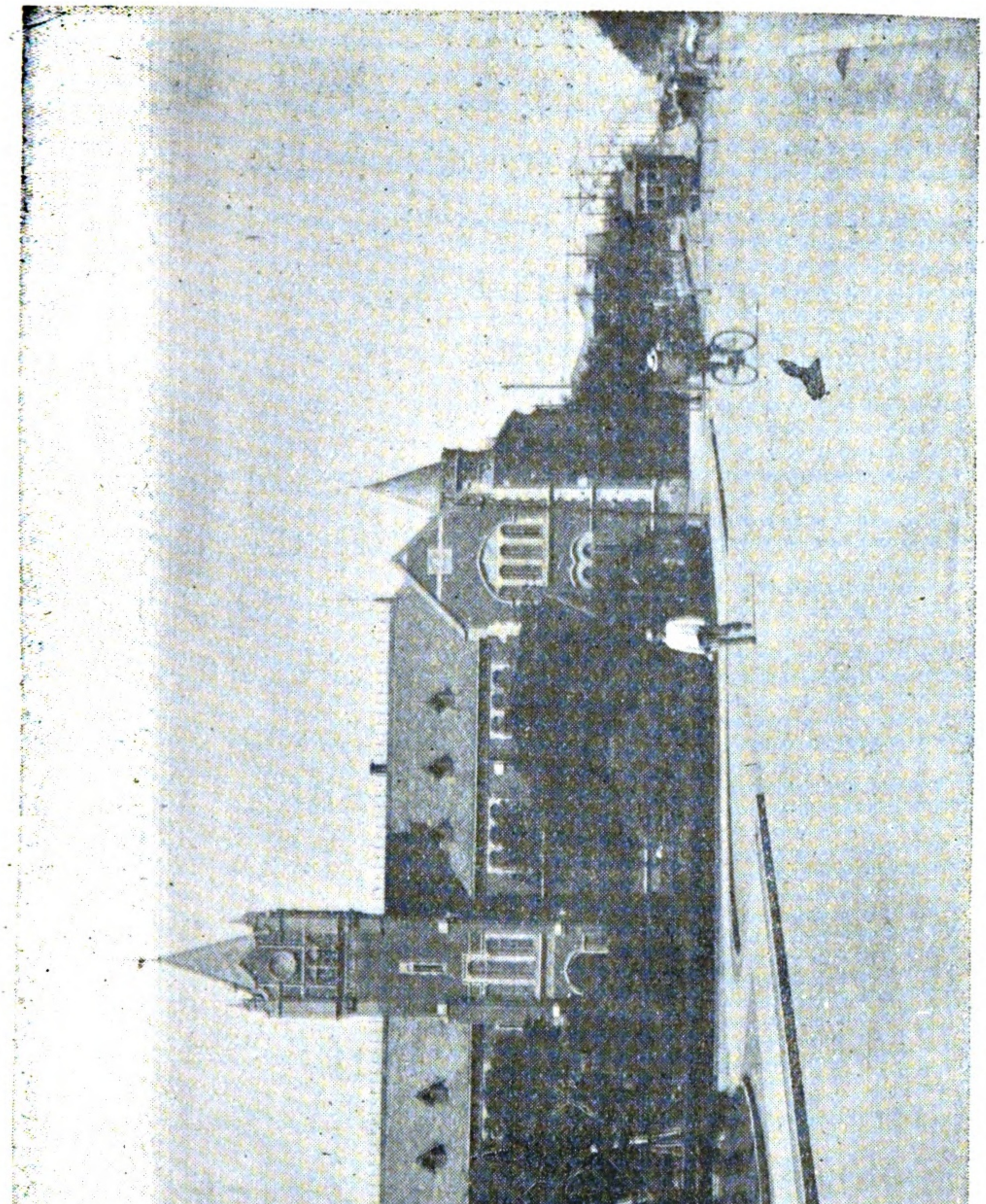

Civil Administration Office, Dairen.

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Witte, who took the matter to the Czar, and the story goes that one day the Czar, putting his finger upon the site on a map, said "Build me here a city which shall be the Metropolis of the Far East." Those were history-making days, and their effect upon the Far East, both politically and commercially, has been stupendous.

Under the Russian Regime.

With the same zeal and disregard for expenditure that characterized their work at Port Arthur, the Russians set about their colossal task of building a new city on the shore of Talien Bay. But at the same time they did not slacken their efforts to make Port Arthur an impregnable fortress and beautiful city as well. When Sir Alexander Hosie, then H. B. M.'s Consul at Newchwang, whose book is still the standard work on Manchuria, visited Port Arthur in 1900, the construction of that city was far advanced and the place was bristling with forts. But with regard to the new city being built on Talien Bay he simply relates: "A plan of the street, etc., of the town had been drawn up and submitted for the approval of the Russian Minister of Finance; waterworks and electric lighting were well in hand; residences had been built for the engineers; and a large hotel was almost completed." Already the Russians had decided to give the new city the name of Dalny, which, in the Russian

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language, means "The Far Away," the reference being, of course, to the great distance the city and port would be from Petrograd. Already, too, as mentioned by Hosie, a branch railway, three miles in length, had been constructed from Tafangshen, four miles south of Chinchou, to the site of the city in the making, "where," he adds, "a pier has been built for the accommodation of steamers carrying materials for the railway." Moreover, another branch line, ten miles long, was being constructed eastward to the new port of Dalny from Sanshihlipu.

The Spoils of War.

This was in 1900, and it is common knowledge that when the Russo-Japanese War broke out four years later the city of Dalny was barely out of its embryonic stage. The land between the railway and the shore had been allocated to the Chinese Eastern Railway for offices and residences, and was already covered with buildings, opposite to which was the quarter planned by the Russians for themselves, while to the west and separated by a high ridge of land a Chinese quarter known as Hsiaokangtzu was fast growing up. But no fortifications whatever had been made, and so, at sight of the Japanese Fleet off the port almost at the outset of the Russo-Japanese war, the city was evacuated without the slightest resistance, some of the inhabitants

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retiring to what they considered their impregnable fortress of Port Arthur, and the others withdrawing to Harbin. About twenty-four hours elapsed between the evacuation by the Russians and the landing of the Japanese, and the Chinese took advantage of the interval to loot the city, also setting fire to it in several places, and some of the furniture which they took may be found in their homes to this day. The Russians also left hundreds of droskies behind them, and it is said that the Chinese buried them and allowed them to remain underground during the war, after which they resurrected them and put them on the streets again for public hire as their own. They are now known as bashas, being the Japanese term for carriages drawn by a pair of ponies. The Manchurian ponies are very hardy animals, living mainly on chopped kaoliang stalks, and Lieut. Shirase, the Japanese explorer, took them instead of dogs on his Antarctic expedition. On the landing of the Japanese Army, order was quickly restored, and the port was utilized as its principal base of supply. After the war it passed into Japanese hands, under whose regime it has continued to grow and prosper exceedingly, until now it is one of the most imposing cities in the Orient, with many magnificient public buildings, fine streets and parks, boasting a population of over 112,449, and enjoying the prestige of having risen since it was declared an open port in 1907 from the forty-second to the

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third place in the Annual Trade Returns of the Chinese Maritime Customs for 1918. Upon the Japanese occupation of the city, its name was changed from Dalny to Dairen, which is the Japanese pronunciation of the Chinese characters for Talien. The name means "Great Connection," and thus by a happy chance it was prophetic of the port becoming the great connecting port in the shortest and quickest route between the Far East and Europe via the Trans-Siberian Railway, the re-opening of which route is awaited with keen interest.

Dairen To-day. Under the Russian regime opinion was divided as to whether Port Arthur or Dalny should be the chief city, but the Japanese without hesitation decided upon the development of the latter. Being the only ice-free port in Manchuria, Dairen is the key to the development of the vast Manchurian regions. In a great measure the Japanese have proceeded along the lines commenced during the Russian occupation, improving the original plans wherever possible. The city is now well supplied with electricity and gas and water, and has fine telephonic, telegraphic, and wireless telegraphic communications, and good postal arrangements. From what is called the Central Circle, well paved and macadamized streets, lined with shade trees, radiate like the spokes of a wheel.

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Around this Central Circle, which is laid out as a beautiful garden, magnificent buildings are being erected. Several imposing edifices have already been completed, viz., the Civil Administration Office, the Municiipal Office, the Kwantung General Post Office, the Yokohama Specie Bank, the Bank of Chosen, the Bank of China (Chinese Government Bank), the British Consulate, and the Yamato Hotel, which cost the South Manchuria Railway Company considerably over a million yen when completed by summer, 1914. From the spacious roof-garden of the hotel a splendid view of Dairen, its harbour, and the encircling hills and environs can be obtained. The Bank of Chosen and the Yokohama Specie Bank each has its branch office to control the other branches in Manchuria. The Russo-Asiatic Bank opened a branch in Dairen in December, 1911 ; the head office of the Chenglung Bank to serve South Manchuria was opened in November, 1912, under joint Chinese and Japanese auspices ; and, in addition to several local banks, the Hongkong and Shanghai Banking Corporation has for many years maintained an agency here. An industrial quarter has been set apart, on the outskirts of the city for factories, mills, and other buildings with large chimneys, so that the residential and business parts of the City shall not suffer from the nuisance of smoke. The British, American, and Russian Governments have Consulates at Dairen, and the American Consul has charge of the Nether-

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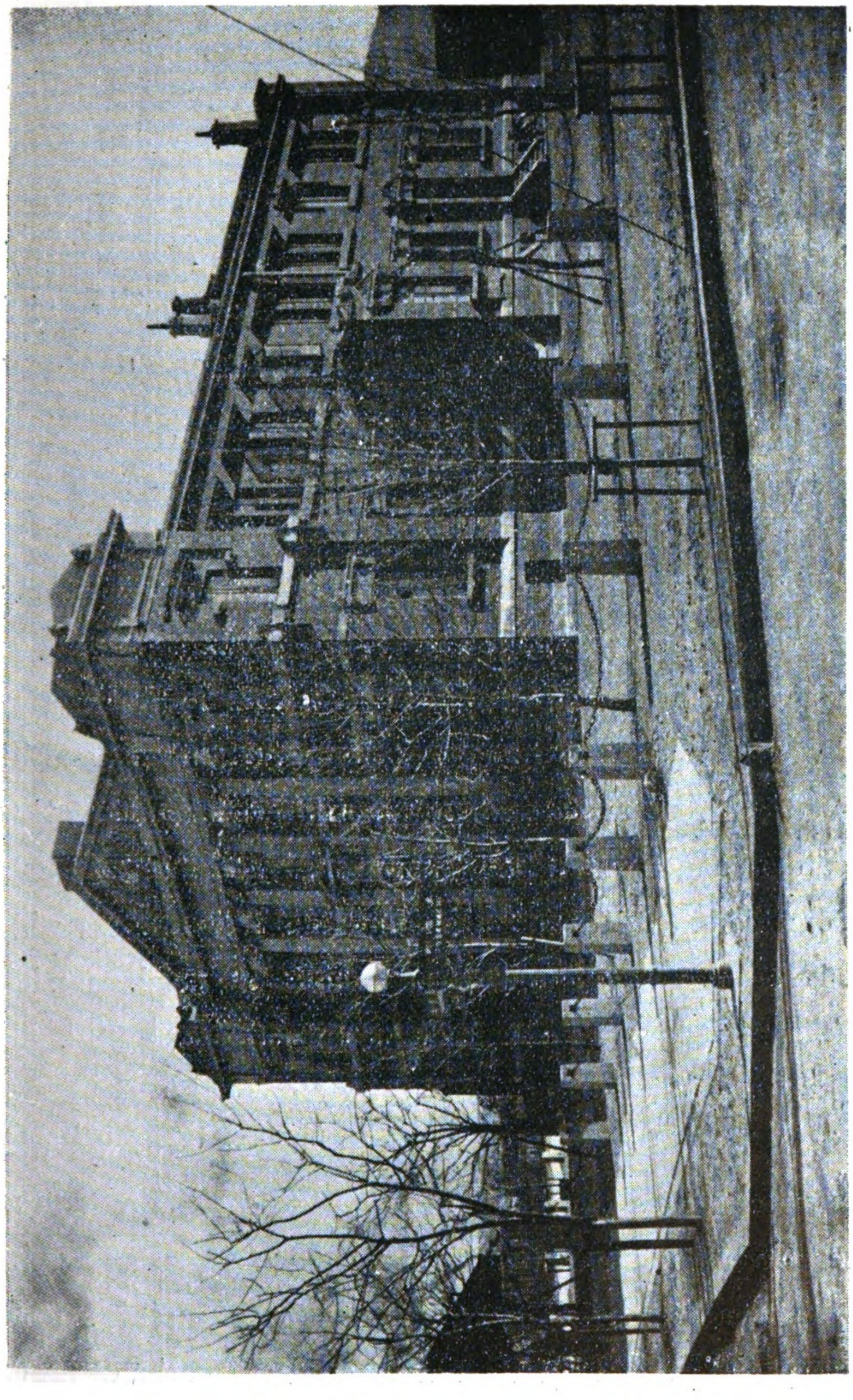

Staple Produce Exchange Building, Dairen.

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lands interests. The Dairen Staple Produce Exchange was established under Government supervision in 1912, with a Trust and Guaranty Company attached. A Foreign Board of Trade was formed in 1913, and a Japanese Chamber of Commerce in 1915. In 1912 a new Custom House near the Wharves was commenced to be built in consequence of the vastly increasing volume of exports and imports at the port. These spacious buildings, which cost G.¥400,000, were opened early in 1914, and add considerably to the appearance of the City.

Another large building, which it is hoped will have a great effect upon the future prosperity of Manchuria as well as Dairen, is a Bean Mill, erected by the South Manchuria Railway Company for the chemical extraction process. This proved a great success, and the Mill was handed over to private management in the autumn of 1915, and has already been twice extended, and probably this new process will in course of time revolutionize the whole of the bean-milling industry. It is now known as the 'Suzuki Bean Mill. The beginning of another farreaching development in the bean-oil business is the Dairen Oil and Fat Industry Company, which was more times over-subscribed at its inception than any other Company floated anywhere under Japanese auspices. At this Company's factory in Dairen the bean-oil is solidified by a special prccess for the manufacture of stearin, olean, etc.,

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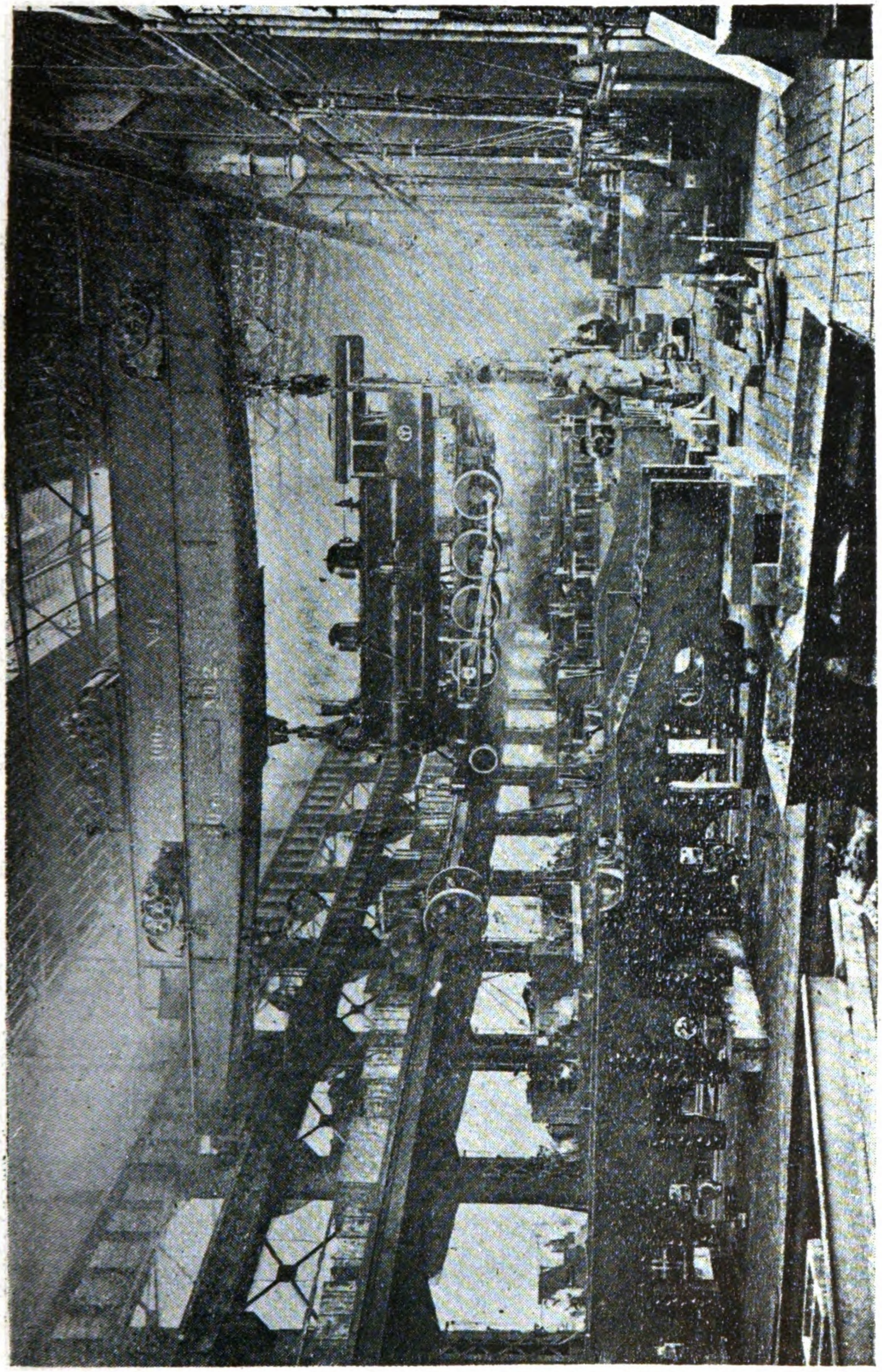

Interior of Engine Erecting Shop, Shalokon Workshops, S. M. R. Co.

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and so great is the demand for its product in America that the output will soon be quadrupled. The General Laboratory of the South Manchuria Railway Company is also at Dairen. Here industrial and sanitary investigations are conducted for the whole of South Manchuria, and all kinds of indigenous products are put through exhaustive scientific experiments to ascertain their potential value and utility. Soap from Bean-oil, Paper from Kaoliang Stalks, Shumshu (Chinses spirit) from Kaoliang Grain, Lactic Acid from the grounds left after the distilling of Shumshu, Glass from Silicious Earth, Pottery from Clay, Tussah Silk from the Wild Oak-feeding Silkworms (Antheraea Mylitta), etc., are included in the list of experiments which have given the best results. The Laboratory, which is always open to interested visitors, also undertakes public and private analysis. Just outside Dairen, in the suburb of Shahokou, are also situated the Railway Workshops of the South Manchuria Railway Company and a model village for the employees adjoining. Everything in these workshops is of the most up-to-date pattern, and it is possible to execute repairs simultaneously on 27 locomotives, 36 passenger cars, and 130 goods cars of 30 tons each. Here all the metal working required by the Company for its railway, tramway, mining, and other business is produced, and each year a number of new engines, and passenger and freight cars are constructed and orders executed for other Railways. The

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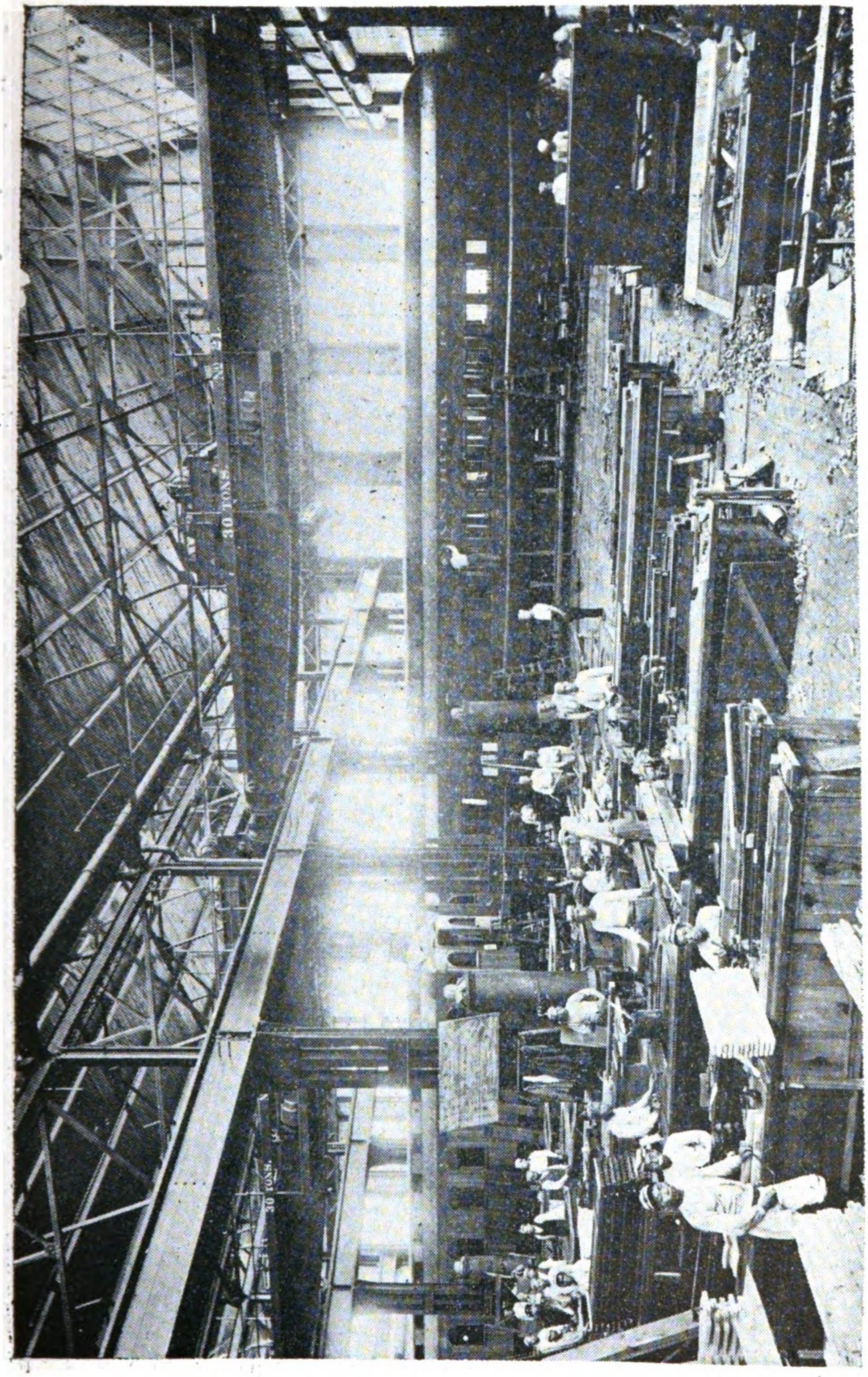

Interior of Passenger Car Shop, Shahokou Workshops, S. M. R. Co.

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workmen number about 5,500 (2,400 Japanese and over 3,000 Chinese). An illustrated and descriptive booklet of the Railway Workshops is issued gratis by the Company, and visitors are cordially welcomed by the Management. The Onoda Cement Factory near Dairen is another large concern, which, in addition to supplying local needs, is fulfilling large contracts with the Chefoo Harbour Works and in the South Seas. At Dairen also the Standard Oil Company of New York has a large installation and maintains its own tin factory. There are over 50 Bean Oil Mills in Dairen, and their total output of Bean Cake during the year 1918 was 25,256,000 pieces, showing an increase of 3,822,000 pieces over the previous year. There are also about 60 Shipping Firms and Agencies at Dairen. The importance of Dairen may further be judged from the fact that during the fiscal year ending March 31, 1919, the total number of steamer passengers who crossed Dairen piers amounted to 415,518 (277,401 inward and 138,111 outward), while during the same year 968,000 railway passengers passed through Dairen station, 510,439 departing and 457,558 arriving. The population of the city and suburbs at the census taken on July 31, 1919, was 175, 412, comprising 122,761 Chinese, 52,315 Japanese, 234 Koreans, and 102 Foreigners. During the year 1919 there were 401 new houses erected in Dairen, and still the demand for housing accommodation exceeds the supply. During the last few

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years the principal thoroughfares have been practically rebuilt, and Dairen is now a fine modern city on the European plan. In fact, as the *London Times* has said, under the intensely progressive Japanese, the dream of the Russians to make the city the Metropolis of the Far East may yet be realized. On October 1, 1915, the first instalment of local self-government was granted to Dairen in accordance with a plan which, if satisfactory results be obtained, aims at gradually extending the same to a full Municipal Charter. The present Municipal Council consists of a Mayor, a Deputy Mayor, and thirty Councillors. A fine Municipal Building adorns the Central Circle.

The Trade of Dairen.

The chief imports to Dairen are cotton goods and cotton yarn, clothing, flour, sugar, tobacco, kerosene, gunny bags, machinery, timber, metals, and railway materials. The total value of the imports in 1919 was 89,521,323 Haikwan Taels (£28,419,150). The chief exports from Dairen are agricultural products (beans, bean cake, kaoliang, millet, and hemp seed), bean oil, coal, and wild silk, the total value in 1919 being 108,569,533 Haikwan Taels (£34,466,518). The following shows the distribution of the trade of the port in 1919 among the countries most interested: —

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	Imports. Haikwan Taels.	Exports. Haikwan Taels.
Japan (including Formosa).....	61,469,692	76,244,415
China	37,855,853	11,052,685
America (including Hawaii)	18,655,632	9,453,224
Hongkong	1,645,011	642,080
Chosen (Korea)	1,265,472	4,721,149
Canada	411,536	15,993
Dutch East Indies	1,807,306	1,065,996
Great Britain	1,375,894	5,397,064

The average value of the Haikwan Tael in 1919 was ¥2.88

Health & Holiday Resort.

Built on the southern shore of Talienwan (Dairen Bay), from 50 ft. to 80 ft. above sea-level, Dairen is an extraodinarily healthy city, and is fast becoming a favourite health resort. For the greater part of the year the climate is a temperate one, and though there is a short winter season the cold is dry and invigorating. Very rarely, even in the hottest summer, does the thermometer rise above 33° C., and very seldom, even in the coldest winter, does it fall below 17°.6 C. The harbour is so sheltered that it is free from ice all the year round. Excellent sanitary arrangements have been put into operation, a fine water supply has been secured from a subterranean river 3 miles south-west of the city at a cost of considerably more than two million yen, and a few

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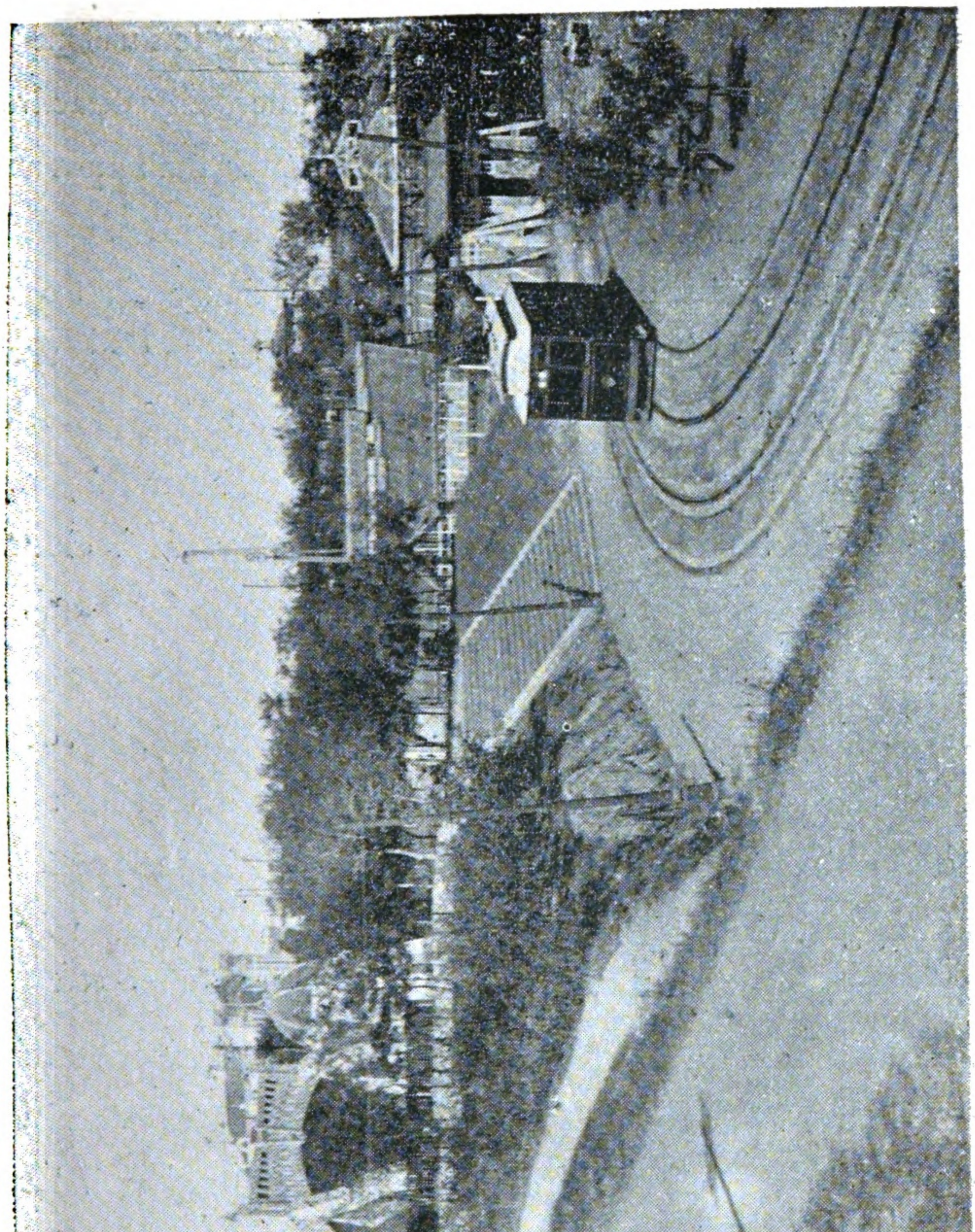

S. M. R. Electric Pars, Daigen.

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other sources, and altogether nothing is being left undone to make the place residentially as well as commercially attractive. The roads and pavements are excellent, better than most and second to none in the Far East. A capital service of electric trams (each car divided into special and ordinary class compartments) runs through the principal streets, and suburban lines convey one to the charming seaside watering-places of Hoshigaura and Rokotan. There are several beautiful parks, including the South Manchuria Railway Company's electric park on the heights of Fushimidai, a popular daily amusement and pleasure resort, which commands a fine prospect, with the City on one side, Hsiaokangtzu (the Chinese quarter) on the other, the bay in front, and the town of Liushutun on the opposite shore, and hills rising behind. In the park are shooting-galleries, bowling-alleys, merry-go-round, roller-skating rink, menagerie, aquatic aviary, conservatory, reading-room, Japanese and Chinese restaurants, etc. The other chief parks are the West Park and the North Park. The West Park is a fine natural park of large dimensions, embracing hill and lowland, gurgling streams, quaint bridges, and an abundance of fine trees. Bright with flowers in spring, affording grateful shade in summer, and decked with gold and crimson in autumn, this park is a favourite resort of the people of Dairen. A fine Social Club for the leading Japanese and foreign residents, a Business Men's Club for both Japanese and Chinese, a Golf

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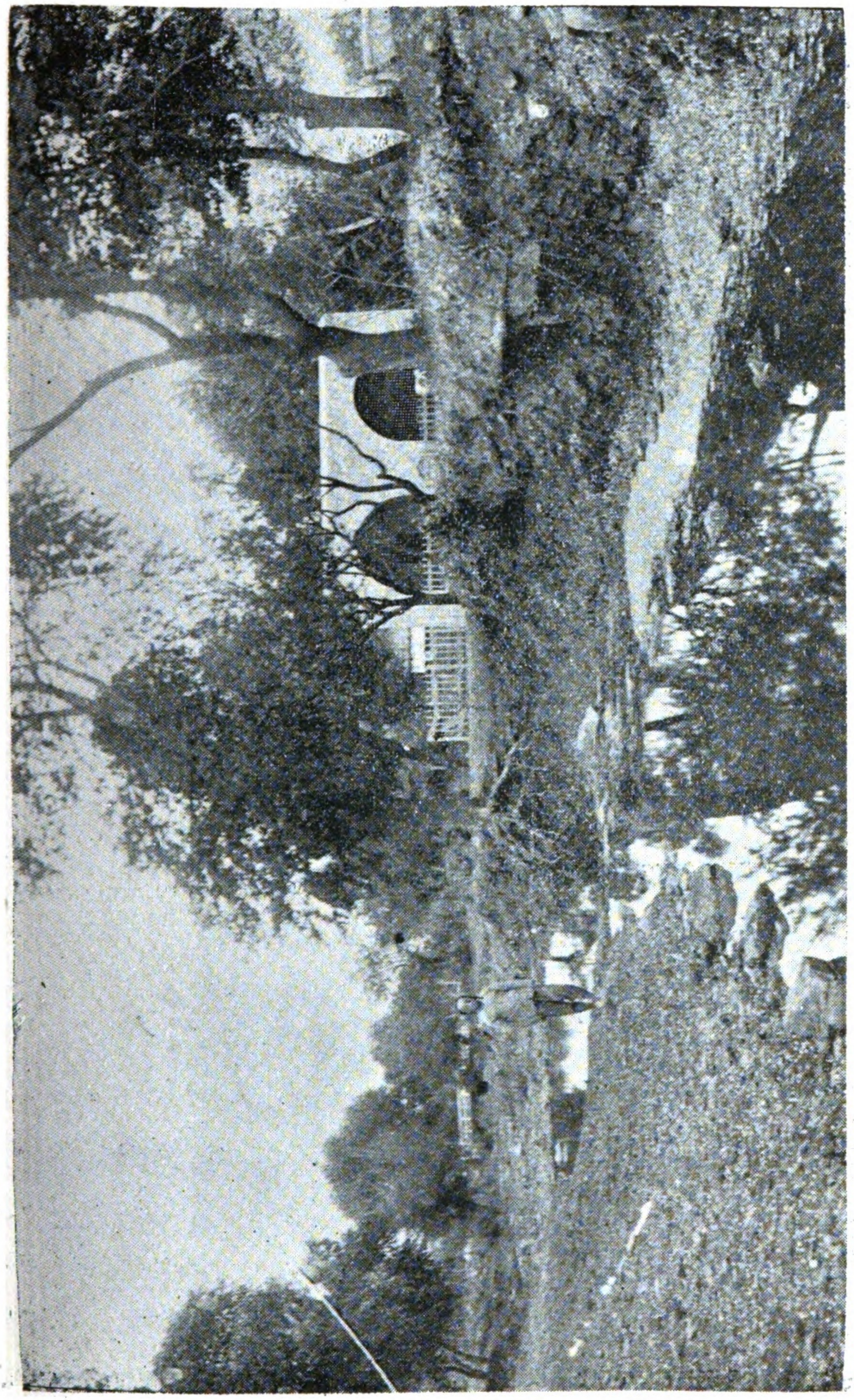

West Park, Dairen.

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Club, a few Tennis Clubs, and several Japanese and Chinese theatres are also numbered among the attractions. Other institutions that may be mentioned include a Church of the Church of England, the Japanese West Circle Church, the Japanese Shikishimacho Church, Salvation Army Citadel, flourishing Y. M. C. A., Marine Association, etc. There are several fine hotels, chief of which is the well-equipped Yamato Hotel, conducted by the S. M. R. Co. on modern European lines. The Railway Company has also a thoroughly up-to-date Hospital (open to all) under a large and highly-qualified medical staff, and commenced in 1914 the erection of a new hospital which for size and equipment will exceed any in the Far East. A sum of over G.¥1,500,000 has been ear-marked for this institution. An extensive Library has also been collected by the Railway Company, which has been housed in a new building lately erected opposite the Company's General Offices, and is open to the public; and in a building adjacent to the Library a branch of the Japan Tourist Bureau has been opened, to afford foreign tourists and travellers all possible information and assistance free of charge. Dairen further possesses the most up-to-date and scientific Quarantine Station in the Far East, built in 1913, at a cost of ¥430,000, with accommodation for 108 first and second class passengers, 200 third class passengers, and 200 Chinese coolies. With this Quarantine Station protecting

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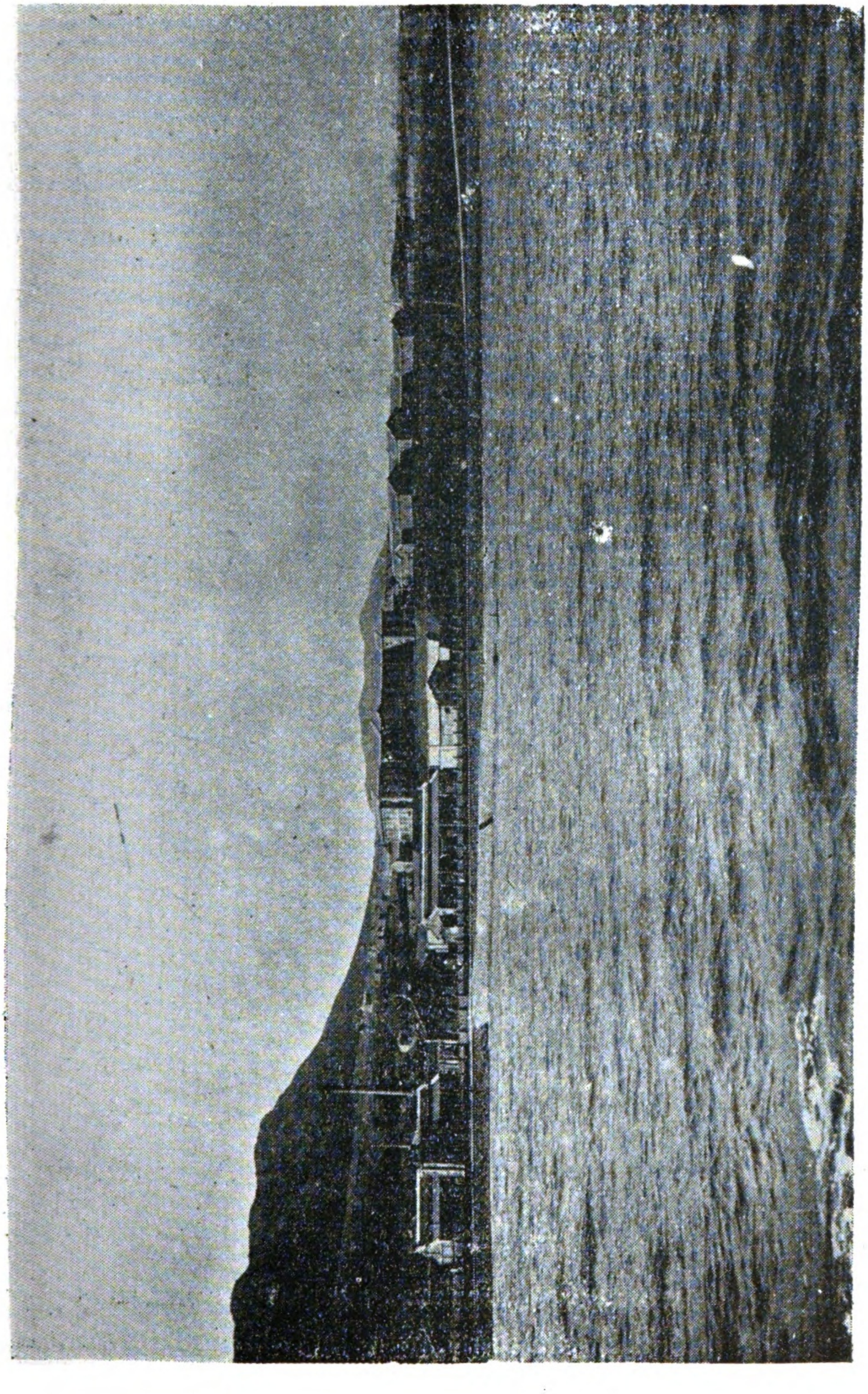

Dairen Marine Quarantine Station at east of Dairen Wharves.

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the seaboard and the International Plague Hospital at Harbin guarding the land frontier, Manchuria is thought impregnable to such a plague as ravaged the country in the winter of 1910-1911. In addition to the electric tramcars already mentioned, there are several motor car garages and over 1,258 rickshaws and 523 bashas (Chinese pair-pony vehicles) in Dairen.

The Harbour and Shipping.

The Harbour, which is partially natural, is well sheltered, and has the advantage of being the only port free from ice and open all the year round along the northern coast of the Yellow Sea. The approach to the port is open, the roadstead an excellent one, easy of ingress and egress, and the water is deep enough to allow of the largest steamers coming into the Outer Harbour at any time. The Inner Habour was designed to accommodate steamers of all sizes, and as a result of dredging, the depth of water varies from 25 feet to 36 feet. The total length of the Wharves is now 13,354 feet, not reckoning Hamacho Junk Wharf and Jijiko Oil Pier, measuring 420 feet and 1,135 feet respectively, and vessels of up to 30 feet draft can be accommodated. The quays are divided into 34 berths of from 360 feet to 400 feet in length, and can simaltaneously accommodate vessels of

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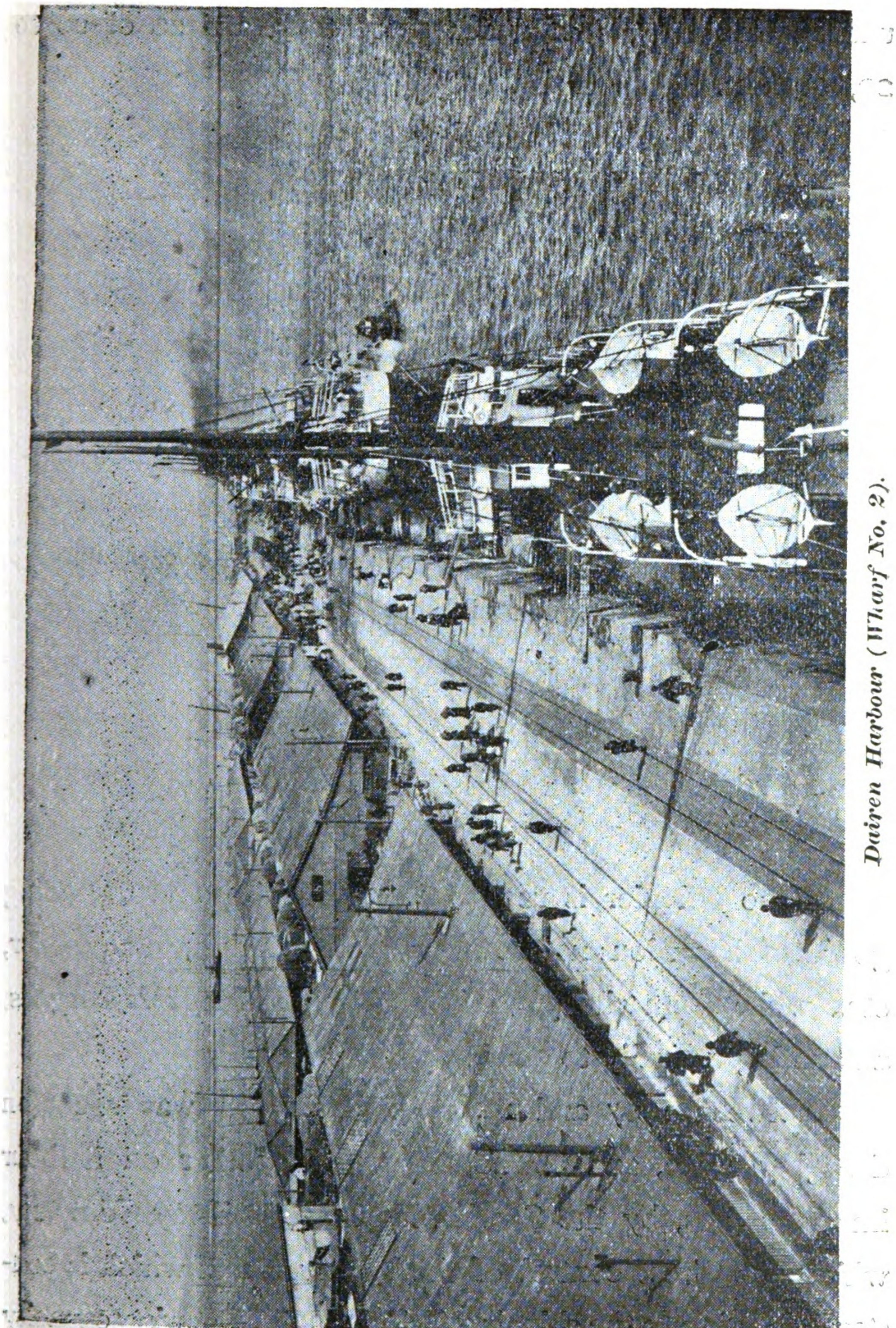

Dairen Harbour (Wharf No. 2).

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under 3,000 tons, 8 of under 5,000 tons, and 20 of up to 20,000 tons.

The berths are used as follows :—

Number of Berth.	Used for
1 — 3.	Coaling.
4 — 7.	General cargo work.
8 — 9.	Bulk cargo work (such as timber, etc.)
10—12.	Regular liners run between Dairen and Osaka, and Dairen and Shanghai.
13—14.	General cargo work, when re-construction work is completed.
15—24.	General cargo work.
25—27. } 31—34. }	General cargo work.
28—30.	Bulk cargo work.

Jijiko Oil pier is used only for loading and unloading goods of hazardous nature such as kerosene oil, gun powder, etc., while Hamacho Junk Wharf is used for Junk cargoes, amounting annually to over 200,000 tons.

Between 1907 and 1919 G.¥2,851,498 was spent on dredging alone, and G.¥20,616,913 altogether on harbour improvements, by the South Manchuria Railway Company, which has direct control of the Wharves, and which is constantly adding to the shipping facilities. The storing capacity

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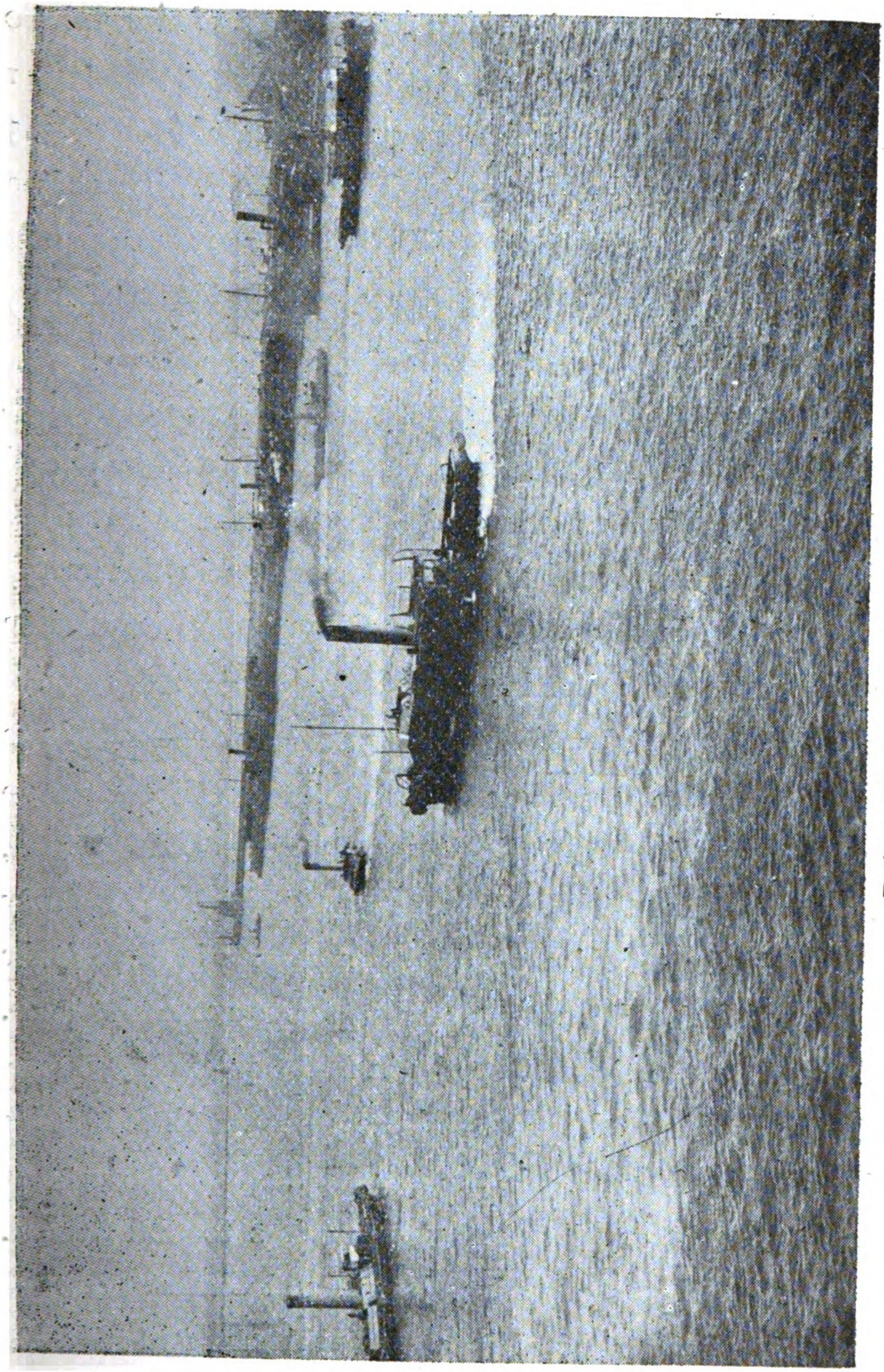

Dairen Harbour (Inside Basin).

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of the Wharf compound (which has an area of over 35,000 *tsubo*) is about 750,000 tons, viz., about 400,000 tons under cover (in 65 godowns, which cover an area of over 76,365 *tsubo*) and about 350,000 tons in the open yard. There is a complete system of railway shifting lines round the warehouses and on the whole of the wharf compound in connection with the main line of the South Manchuria Railway, which gives full transportation facilities, the total length of the lines measuring more than 40 miles. The record tonnage loaded and discharged in one day of 10 hours (including coal) is 26,000 tons; the record number of steamers in the port at the same time is 30; and the record tonnage of steamers in the port at the same time is 71,800 tons. The sundry equipments for the transfer of passengers and goods from train to steamer and vice versa are quite perfect. All the cargo working operations, including stevedorage on board vessels, are undertaken under the direct management of the Railway Company. A compulsory pilotage system is in force in the Harbour, but the fees therefor are borne by the Company. In fact, since the South Manchuria Railway took over the exclusive working of the Wharf, the port of Dairen bids fair to become the finest port in the Far East.

There exist regular steamship services to and from all the important ports of China, Japan, and Chosen (Korea.) Shanghai can be reached in about 32 hours, and Moji and

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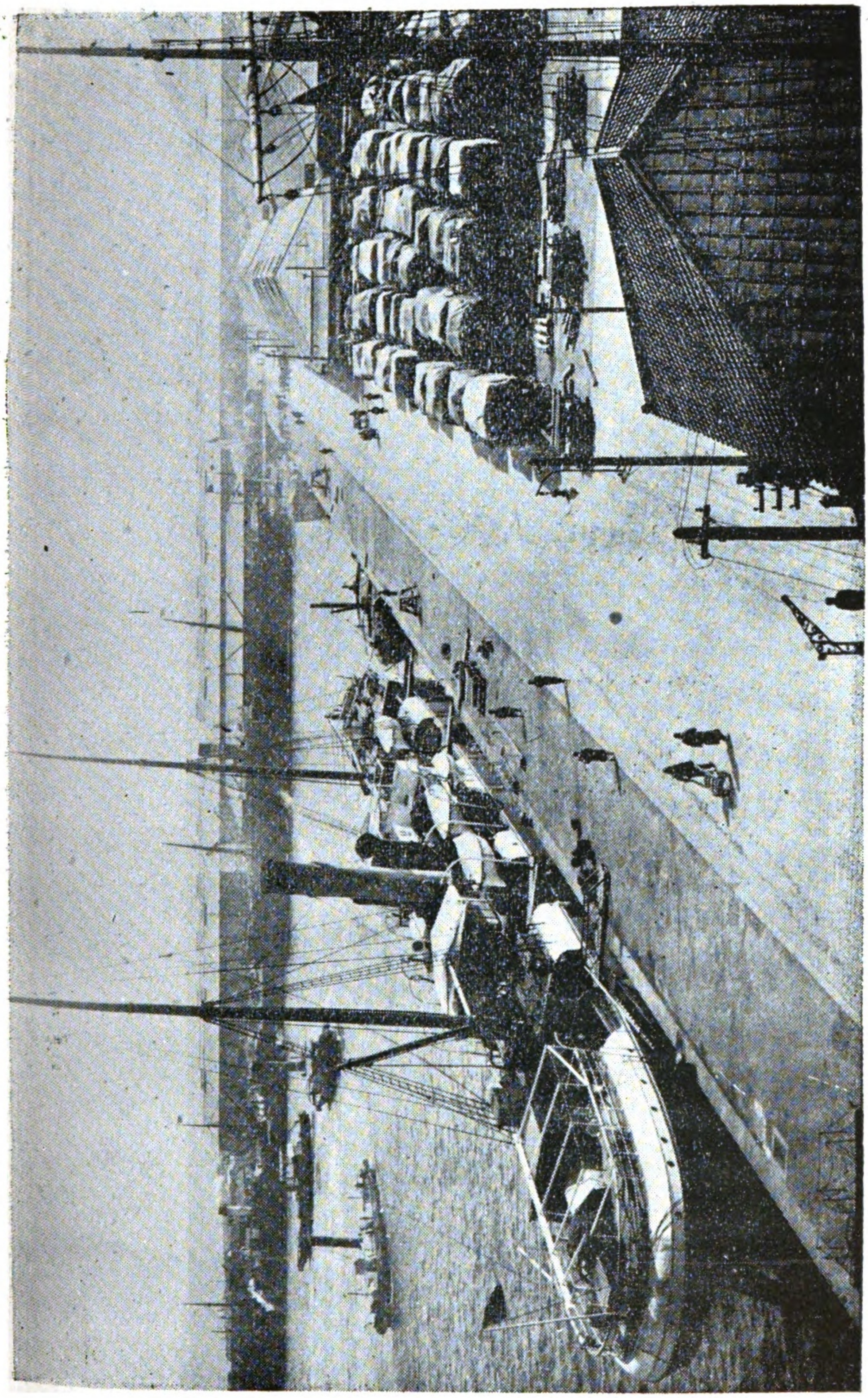

Dairen Harbour (Wharf No. 4).

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Nagasaki in about 50 hours. Dairen possesses the only dry dock in North China, a branch of the Kawasaki Dockyard Company, Ltd., of Kobe. Its dimensions are 430 ft. in length, 52 ft. in width, and 20 ft. in depth, not including keel-blocks, which are 5 feet high. This Dock is capable of admitting a vessel of 6,000 tons. The total number of steamers which entered the port during the year 1919 was 2,891 with an aggregate tonnage of 4,380,920 tons, in addition to which there were 5,326 sailing vessels. The countries to whom these vessels mostly belonged were :—

	Vessels.	Tonnage.
China	368	247,402
Japan, Chosen, Formosa	2,392	3,669,401
Great Britain	91	311,586
America	10	

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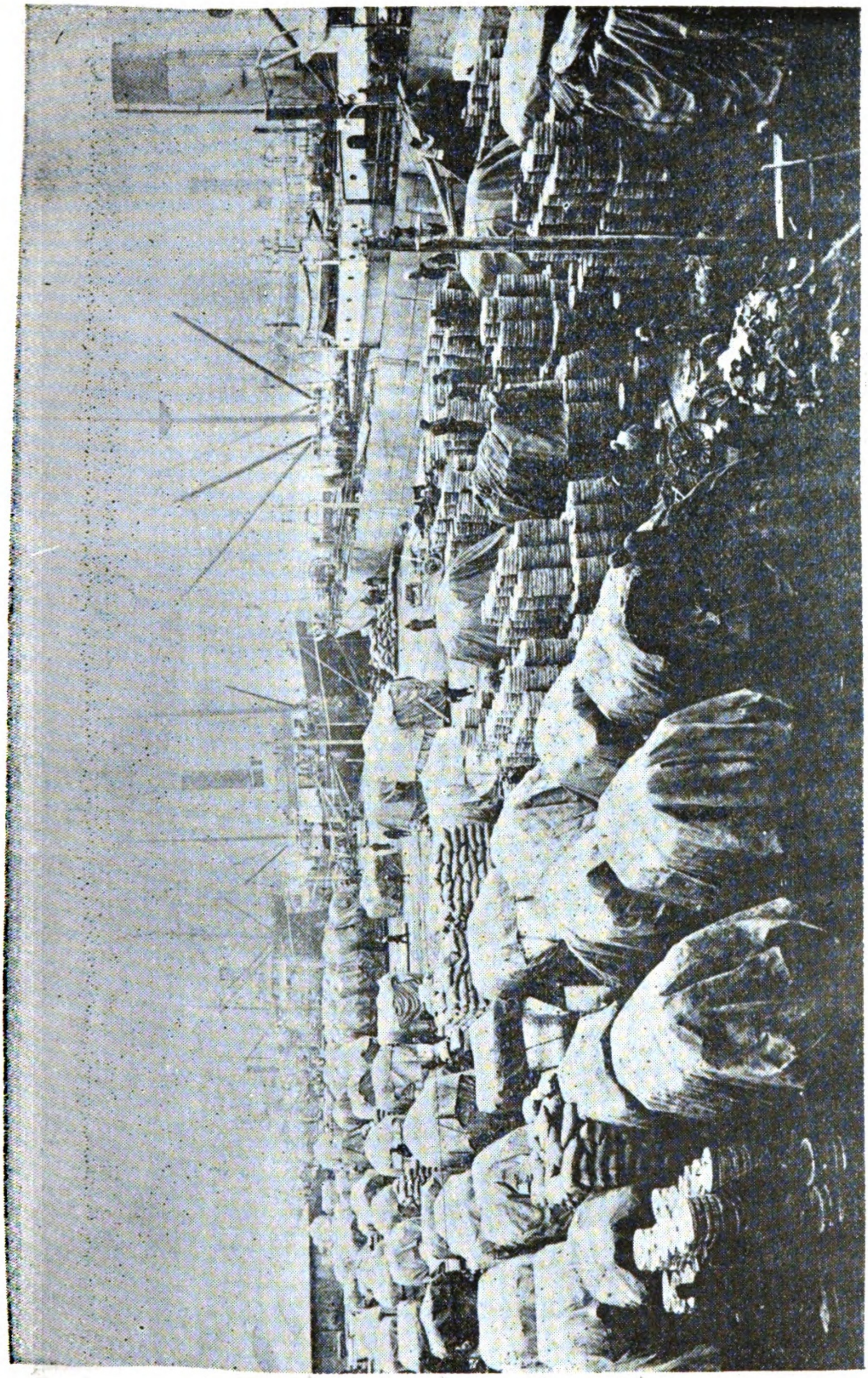

Loading Soya Beans and Bean Cake, awaiting shipment on Dairen Wharves.

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CONSULS.

Denmark, P. Vaskevich (Acting)

Great Britain, E. L. S. Gordon

Russia, P. Vaskevich

Holland, M. D. Kirjassoff (Acting)

U. S. America, M. D. Kirjassoff

BANKS.

Bank of China (Chinese Government Bank)

Chang-chiin-tu,

Bank of Communications (Chinese National Bank)

Ton-chu-ging,

Bank of Chosen

H. Konishi, Manager

T. Eguchi, Sub-Manager

Chenglung Bank (Joint Chinese & Japanese)

S. Kawasumi, Managing Director

S. Takagi, Manager

Dairen Bank

M. Kawabe, President

J. Tsumura, Manager

Dairen Commercial Bank

W. Doi, (Sub-Manager)

Educational Savings Bank (Local)

T. Kijimoto, Manager

Hongkong & Shanghai Banking Corporation

A. G. Kellog, Manager

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Liaotung Bank

Ryu-uden, Manager

Manchurian Bank

K. Nozu, Managing Director

Lungkou Bank

H. Hiratsuka, Managing Director

Russo-Asiatic Bank

G. A. Candlin, Manager

Yokohama Specie Bank

Y. Suitsu, Manager

I. Washio, Sub-Manager

BUSINESS FIRMS.

Bardens, F. J. (General)

Brunner, Mond & Co. (Alkali)

British-American Tobacco Co.

Butterfield & Swire. (General)

Cornabé, Eckford & Co. (General)

Dairen Oil & Fat Industry Co. (Manufacture of hardened oil, stearin, glycerine, etc.)

East Asiatic Co., Ltd. (General)

Fukusho Co. (Import and Export)

Furukawa & Co. (Coal and Copper)

Hamasaki & Co. (Chemicals)

Healing & Co. (Engineering)

Hirata Yoko. (Watches & Jewellery)

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Horne Co., The F. W. (American Machinery & Tools)

Hsintai & Co. (Wines, Spirits & Provisions)

Kashimura Yoko. (Watches, Jewellery, and optical supplies)

Kawasaki Dockyard Co. (and shipbuilders)

Kojama Refrigeratory Co.

Komei Yoko (Photo Material & Paper)

Masuda Trading Co. (Import & Export)

Mitsui Bussan Kaisha. (Import & Export)

Mitsubishi Gomei Kaisha. (Machinery, etc.)

Mitsuboshi Yoko. (Wines, Spirits & Provisions)

Mitsukoshi. (Drapery, Haberdashery, & Fancy goods)

Naniwa Yoko. (Drapery, Haberdashery, & Fancy goods)

Okura Trading Co. (Engineering & General)

Onoda Cement Manufacturing Co.

Oriental Colonization Co.

Osaka Iron Works.

Rogers, Brown & Co. (Import & Export)

Samuel, Samuel & Co. (Engineering & Import & Export)

South Manchuria Railway Company. (Coal & Talc)

Schusterowitz, S. (General)

Standard Oil Co., of New York.

Suzuki & Co. (Import & Export)

Taku & Co. (Wines, Spirits, & Provisions)

Thompson, Hannam & Co. (Import & Export)

Yamaha & Co. (Furniture & Musical Instruments)

Yuasa & Co. (Import & Export)

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SHIPPING FIRMS AND AGENCIES.

Admiral Line.

American Asiatic Steamship Co.,
Cornabé, Eckford & Co., Agents

American & Oriental Line of Steamers,
Thompson, Hannam & Co., Agents

Awa Kyodo Kisen Kaisha, Kambu-dori,
Chingkee & Co., Agents

Barber & Co.'s Line of Steamers,
Thompson, Hannam & Co., Agents

Ben Line of Steamers,
Thompson, Hannam & Co., Agents

China Mutual Steam Navigation Co., Ltd.,
Butterfield & Swire, Agents

China Navigation Co., Ltd.,
Butterfield & Swire, Agents

Chingkee Co., Kambu-dori,
Chang-penching, Proprietor

Chosen Yusen Kaisha, Kambu-dori,
Maruki-Shokai, Agents

Dairen Kisen Kaisha, Yamagata-dori,
T. Tsukamoto, President

Dodwell Line of Steamers,
Thompson, Hannam & Co., Agents

Dollar (The Robert) Steamship Co.,
F. J. Bardens, Agent

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Eastern & Australian Steamship Co., Ltd.,
Cornabé, Eckford & Co., Agents

Ellerman & Bucknall Steamship Co., Ltd.,
Mitsui Bussan Kaisha, Agents

Fukagawa & Co., Yamagata-dori,
K. Fukagawa, President

Glen Line (McGregor, Gow & Co., Ltd.),
Cornabé, Eckford & Co., Agents

Goto Shokai, Yamagatadori,
Choshichi Goto, Proprietor

Inui Gomei Kaisha,
S. Inui, Managing Director

Java-China-Japan Lijn,
Cornabé, Eckford & Co., Agents

Kishimoto Kisen Kaisha, Yamagata-dori,
G. Kishimoto, President

Kyodo Kisen Kaisha, Kambu-dori,
K. Nishino, President

Maruki Shokai, Kambu-dori,
M. Sashi, Proprietor

Maruni Shokai, Kambu-dori,
M. Sashi, proprietor

Matsugiku Steamship Co., Yamagata-dori,
Dairen Shokai, Agents

Messageries Maritimes,
Cornabé, Eckford & Co., Agents

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Miyazaki Shokai, Yamagata-dori,

I. Miyazaki, Proprietor

Mogul Steamship Co., Ltd.,

Thompson, Hannam & Co., Agents

Nanboku Shokai, Yamagata-dori,

U. Suzuki, Proprietor

Nansho Yoko, Shikishima-cho,

Moichiro Saito, Proprietor

Nippon Yusen Kaisha, Yamagata-dori,

Mitsui Bussan Kaisha, Agents

Ocean Steamship Co., Ltd.,

Butterfield & Swire, Agents

Osaka Shosen Kaisha, Yamagata-dori,

T. Ito, Manager

Pacific Mail S. S. Co.,

Cornabé, Eckford & Co., Agents

Peninsular & Oriental Steam Navigation Co.,

Cornabé, Eckford & Co., Agents

Prince Line Ltd.,

Cornabé, Eckford & Co., Agents

Russia Asiatic Steamship Co.,

Cornabé, Eckford & Co., Agents

Ryoto Kisen Kaisha (Liaotung Steamship Co.), Yamagata-dori,

Mitsui Bussan Kaisha, Agents

S. Hasegawa, President

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Shinsan Kisen Kaisha, Yamagata-dori,
S. Nango, President

Shomo Yoko (Sung Mow Co.), Kambu-dori,
M. Kawabe, Proprietor

South Manchuria Railway Co.'s Wharf Office, Shipping Department,
S. M. R. Wharf Office
M. Umeno, General Superintendent

South Manchuria Products Co., Kii-machi,
Suzuki & Co., Representatives

Sung Chang Steamship Co., (Shosho Yoko) Yamagata-dori,
Tanaka Shokai, Agents

Swedish East Asiatic Co., Ltd.,
Cornabé, Eckford & Co., Agents

Taisho Kisen Kaisha (Marine Transportation Co.), Yamagata-dori,
Y. Aioi, Proprietor

Tanaka Goshi Kaisha, Kaga-machi,
J. Oka, Proprietor

Tatsuma Shokai, Yamagata-dori

Towa Kisen Kaisha (Tungho Steamship Co.), Shikishima-cho,
K. Kikuchi, President

Toyo Kisen Kaisha,
Cornabé, Eckford & Co., Agents

Yamaguchi Forwarding Co., Dairen Wharves,
K. Usui, Manager

Yamamoto Steamship Co., Shikishima-cho,
Asahi Co., Representatives

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HOSHIGAURA.

Finest Seaside Resort in North China.

Owing to the phehomenal rise of Dairen, as briefly sketched in the fore-going pages, the water front was quickly utilised for wharves and commercial enterprises, and the inhabitants had to go elsewhere for sea-bathing and all the pleasures of the seaside. The most popular resort, discovered by the Russians and continued by the Japanese, was a charming little bay about five miles to the south-west of the town, sheltered from the winds of the interior by a semi-circular range of hills, with cliffs overlooking a clear, blue sea, which was given the name of Blackstone Point owing to a headland jutting out into the bay. Ten years ago it was only accessible by being jolted and jarred in a basha (the Japanese term for a pony vehicle) over a rough road, and there was no accommodation on reaching the spot. But the South Manchuria Railway Company quickly saw and seized the chance of turning the favoured spot into a popular seaside resort with up-to-date facilities and accommodation, and it is now known as Hoshigaura or Star Beach, and is noted throughout the Far East as the Finest Health and Holiday Seaside Resort in North China. To effect the transformation

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cost a lavish expenditure of labour and money, and to maintain it and improve and extend it requires quite a big annual sum. At first a tract of land of 670 square acres was purchased and converted into a beautiful cliff garden. Then a rustic hotel in foreign style, named the Yamato Hotel, after its kind under management of the S. M. R. Co., and a Japanese hotel, known as the Hoshinoya (Star House), were erected and opened, and nine bungalows (six foreign and three Japanese) were built and let furnished at moderate rent. A tennis court, bathers' dressing-sheds, children's open-air gymnasiums, several kiosks for shelter from the sun, etc. were also added, and thc place was made easy and cheap of access by an extension thereto of the Dairen city's Electric Tramways. These facilities were opened on August 8, 1910, and after the first year the demand for the hotel was enlarged by the addition of an annex, and three more bungalows were erected. However, at about the same time, an extensive tract of land adjoining was acquired, and one of the most sporting Golf Links (9 holes) in the Far East was laid out. Other minor facilities and attractions, including boating, have been added from time to time by the South Manchuria Railway Company, thus maintaining the high reputation Hoshigaura has always enjoyed. Meanwhile, motor cars became plentiful in Dairen, but owing to the bad state of the road it was no pleasure to motor out to Hoshigaura. Therefore to

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Hoshigaura (Star Beach), the most noted holiday resort in North China.

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meet this new demand a magnificent new motor road was built and opened in 1916 by the Dairen Civil Administration, thanks to whom many motor trips between the city and the seaside resort are now made daily, the journey occupying about 15 minutes.

Its Special Attractions.

Such was the inception and progress of the senior holiday resort in Manchuria. It is now a very beautiful spot, specially attractive because there are no dwellings within the immediate environs, and one is able to breathe the ozone-laden air mingled with the pine fragrance from the adjoining hills. For jaded business men and women, those enervated by hot and damp climates, and also convalescents, a sojourn in the dry and bracing atmosphere of the Hoshigaura Seaside Resort affords the very finest chance of recuperation; and for children no better place can be found. Year by year the unique value of this pretty spot "far from the madding crowd," has become more widely known and appreciated, and now applications for hotel accommodation and bungalows are so numerous that it is quite possible the retreat will grow into a little township. Quite a big proportion of the visitors summering there have been doctors, thus testifying to the salubriousness and excellent sanitary arrangements of this holiday resort. Some families have returned there

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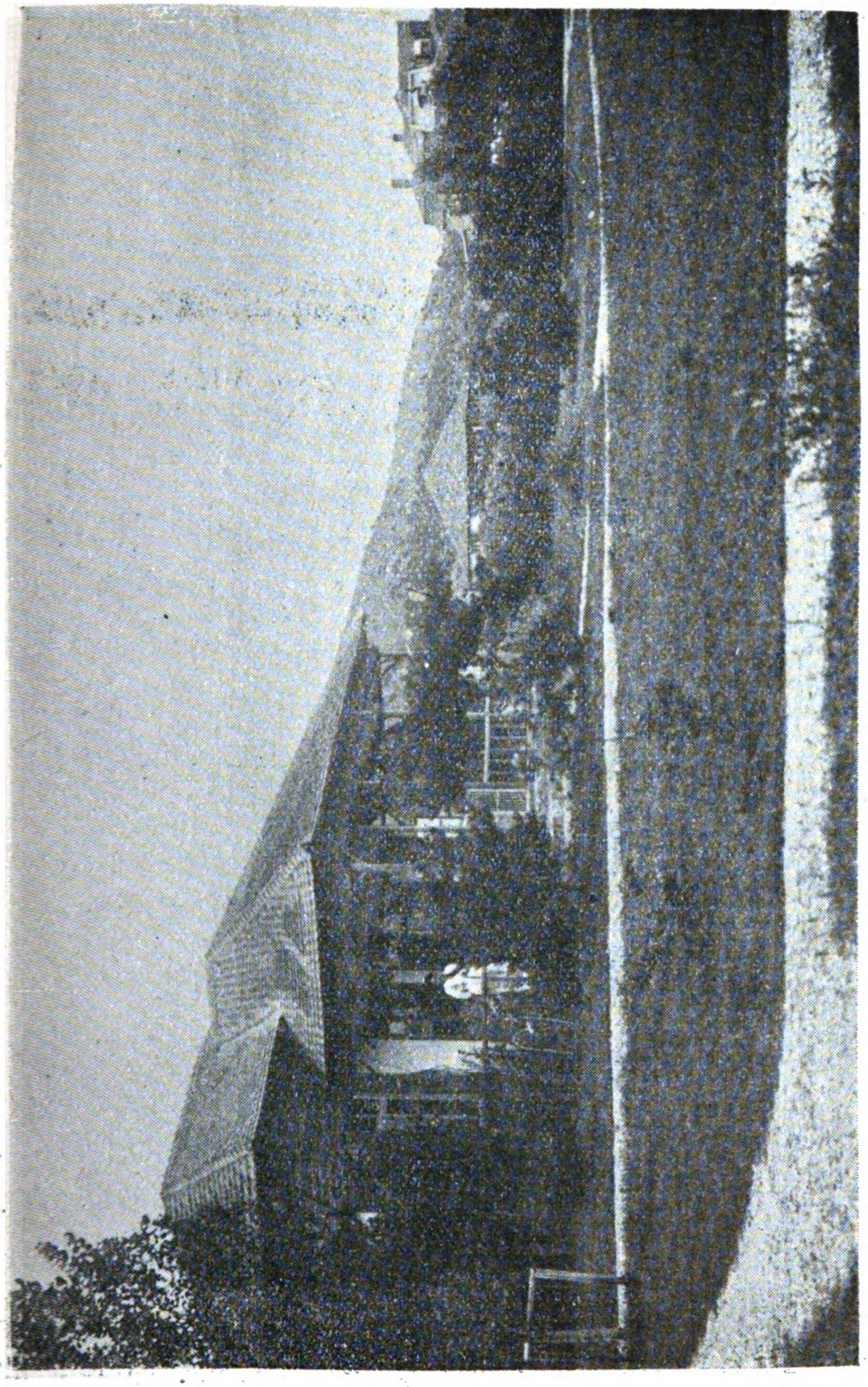

A Bungalow, Hoshigaura (Sea Beach).

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four years in succession. Occupants of bungalows, by the way, can provide their own food, or can arrange to have their meals at the Yamato Hotel. Twice a week during the holiday season the Muraoka Orchestra of the South Manchuria Railway Company plays selections during dinner, and dance music after dinner. Among the chief features of Hoshigaura is the glorious blue of the sky and sea, rivalling the blue of the Mediterranean, with the deep, deep green of the hills as a background, while close around is a garden of lawns and flowers, traversed by picturesque ravines, down which at times rushes and jumps and gurgles the clear and sparkling water from the hills. The sea is never rough at Hoshigaura, and it never fails to send a cool, refreshing breeze. The beaches are long and clean, and the swimming grounds are free from jelly fish and sharks, and are suited for the bathing of children who have not learnt to swim. The Yamato Hotel management bulletins the hours of high tides daily for the guidance of bathers during the season. Hitherto, the Yamato Hotel and bungalows at Hoshigaura have only been open from June 1 to September 30, but in deference to a large number of requests the season will be advanced from 1920 by one month from May 1, and further extended by another month to October 31. This seaside resort is, in fact, kept open all the year round, the sting of winter being quite mild there. The Japan Tourist Bureau issues gratis on application an

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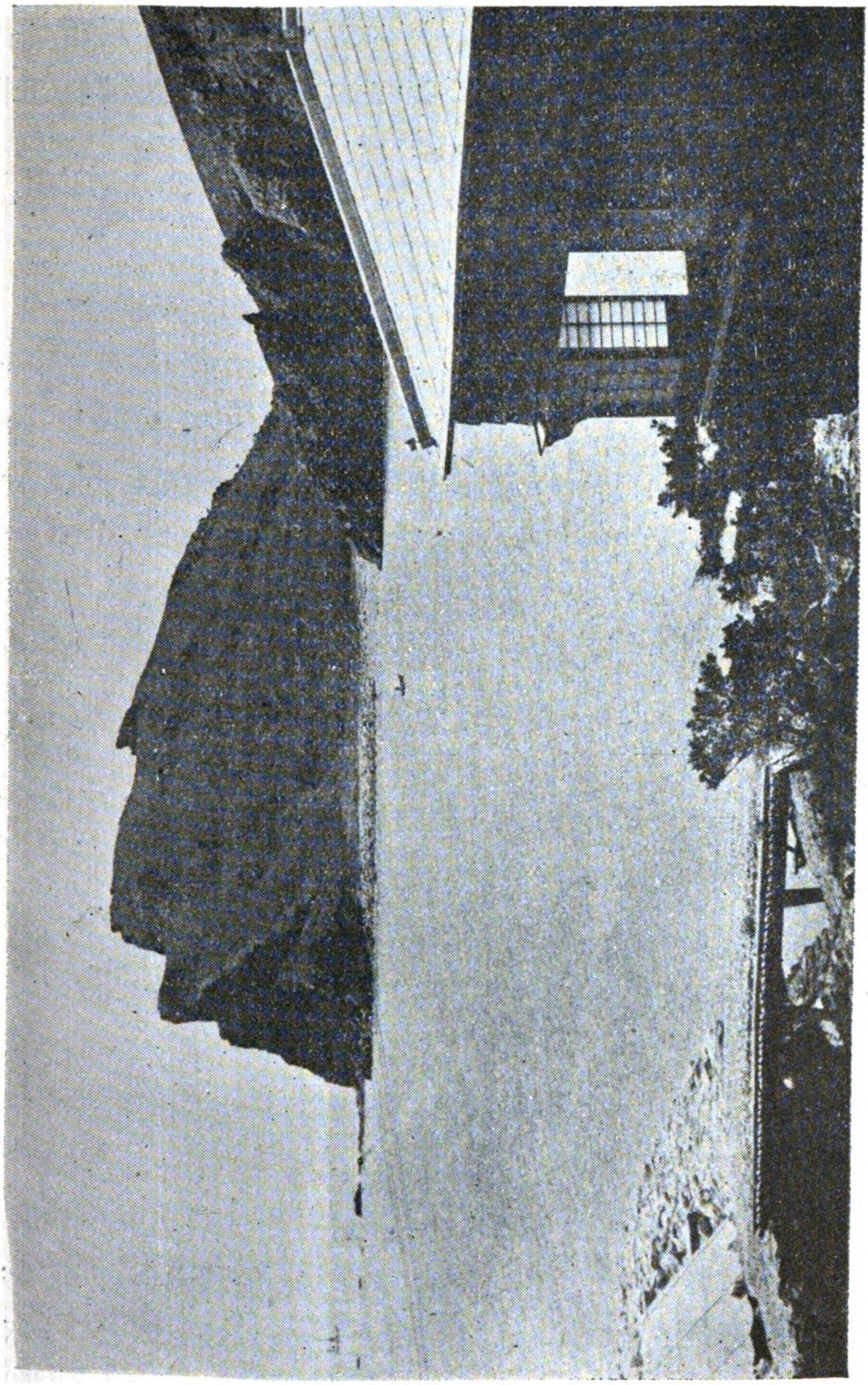

Cliff Tea-house at Rokotan, near Dairen.

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illustrated and descriptive booklet on "Seaside Health and Holiday Resorts in South Manchuria" containing full information regarding terms, etc.

ROKOTAN

Rival to Hoshigaura.

Another suburban seaside resort, which in the opinion of many is even more picturesque than Hoshigaura, is Rokotan about three miles to the south-east of Dairen and reached either by means of a suburban tramway or by carriages or motor cars. The drive to Rokotan, and back by another route round the base of the hills, is certainly one of the finest in Manchuria. Rokotan itself is a small Chinese fishing hamlet, and its bay is a remarkably fine fishing ground. No one visiting Dairen in summer should miss seeing the idyllic retreat. It is a favourite place for boating, bathing, and picnic parties, and several Japanese restaurants do good business in catering for such.

LIUSHUTUN

Where Armies Landed.

On the opposite shore of Dairen bay to Dairen is Liushutun, one of the oldest towns in Manchuria and long considered as the best harbour. In 1900, when Great Britain

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and France were at war with China the allied forces seized this town. The Chinese Government, seeing its stragetic importance, built a fortress here in 1887. The Japanese Army landed here for the Sino-Japanese War of 1894. Had not the Russians fixed upon the opposite shore for the building of Dalny (now Dairen), Liushutun would have become a very important place. The Japanese maintain a barracks there. A steamboat service is operated across the bay between Dairen and Liushutun three times daily.

CHOUSHUITZU—(73 miles).

Junction for Port Arthur. This is the junction station for the branch line to Port Arthur. The Onoda Cement Factory stands within view from the station. There are also some large brick-kilns here, from which the city of Dairen gets its supplies of bricks.

NANKUANLING—(11.4 miles).

The Old Junction. When the Russians originally constructed the railway, the main line ran to Port Arthur. Subsequently, when they commenced

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to build Dalny, a branch line was laid to the new city from Nankuanling, which remained the junction until the S. M. Railway Company took over the lines, when the line to Dairen was made the main line and the junction for Port Arthur shifted to Choushuitzu.

CHINCHOU—(21.9 miles).

First Battle in the Late War.

Rising southwest of the station is the important hill of Nanshan, where the first pitched battle in the late War was fought on 26th May, 1904, which resulted in the Japanese cutting off the Russian line of communications to Port Arthur.

Administrative Center.

Chinchou is a walled city-and was at one time a very important place owing to its stragetic situatian on the narrow isthmus between Dairen Bay and Chinchou Bay. It was formerly the seat of both the military and civil government and the Sub-Prefect of the whole Province. It is now the headquarters of the Chinchou Civil Administration District of the Kwantung Government. Not until the lease

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of the Kwantung Peninsula to Russia were the Chinese forces withdrawn from Chinchou. It is still a large town, with a population of over 10,000.

Highest Point in the Peninsula.

About eight miles north-east of Chinchou station is Mt. Tahoshang, the highest peak in the Peninsula. It first became known in connection with the military expedition to Korea of the Emperor Taitsung (627–649 A.D.), who had his headquarters established at the foot of the mountain. The Chinese originally gave it the name of Tahoshang, which means Great Priest Mountain. Another name given it by the Chinese was Laohushan, or Old Tiger Mountain. The Japanese have adhered to the Chinese pronunciation of Tahoshang. To foreigners it is known as Mt. Samson but, who named it is not quite clear. Most probably it was named at the same time as Victoria Bay and Port Arthur, but there is another idea that at an earlier date a British warship came into the bay and the mountain was named after her commander. This is the mountain which looks so prominent in Dairen on the other side of the bay. It is a favourite rendezvous of the Dairen residents for picnics and climbing. On its slopes are several ancient temples which are choice specimens of old architecture, and from almost every point magnificent views can be obtained.

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PULANTIEN—(49.7 miles).

Boundary of the Leased Territory. The boundary of the Leased Territory runs right across the peninsula two miles north.

Pitzuwo. On the other side of the peninsula, which is here about 25 miles wide, lies the town and port of Pitzuwo, the second oldest seaport on the Yellow Sea. There is a motor car service between Pulantien station and the port. Pitzuwo is famous for its Salt Fields, which, in addition to supplying local needs, exports a large quantity annually to Japan. A few miles off the port is a whale fishery ground. The port is not much used except by junks, as steamers have to stay a long way out owing to the shallowness of the sea. An inlet known as Adam's Bay lies within 100 yards of the junk port.

WAFANGTIEN—(65 miles).

A Japanese-Made Town. In the Russian times Wafangtien was regarded as an important station, as it is the nearest to Fuchou, a town of 10,000 inhabitants, and the seat of the prefectural govern-

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ment, about 23 miles to the west. It is still one of the most important stations between Dairen and Mukden, and the Japanese progress has converted it into a fair-sized town with a good park.

TELISSU—(78.9 miles).

Scene of Famous Battle.

Here it was that General Stackelberg met a severe rebuff in an encounter with General Oku on 15th June, 1904, which turned the tide of fortune of the hostile armies. About two miles south-east of the station, ditches and mounds made by Japanese artillery engineers may still be seen. The fiercest struggle, however, took place in a narrow defile between two ridges, by the River Fuchou, about half-way between this place and the next station of Wangchia. On one of the heights stands a wooden post, indicating the very center of the "Encounter of Telissu." There is no town of Telissu, but the battlefield and the railway station were so named after a celebrated old temple noted for its magnificent buildings, which stands about two miles west of the station. About a third of a mile north of the station is Lungtanshan, the site of an old castle. Upon the summit of the hill now stands a shrine

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dedicated to Dragons, and half-way up the slope there is a large pond called "The Dragons' Pool." Surrounding the hill is a stone wall (now in ruins) which probably formed the outer bailey of the ancient castle.

HSIUNGYOCHENG—(112.5 miles).

Hot Springs Resort.

South Manchuria has the good fortune of possessing three hot-springs of much medicinal value, all three of which have railway communication and hotel accommodation, and are therefore easily accessible and stop-at-able, and have already been the means of restoring many even despaired-of cases to health. For the benefit of visitors to these hot-springs, the South Manchuria Railway Company issues 30 per cent Reduced Return Tickets available for a period of 14 days for all classes of its train service from certain prescribed stations. Moreover, stop-over is allowed at each place for one day on ordinary tickets, and passengers' baggage is taken charge of at the ordinary rates. Each of these hot-springs is situated in the midst of such magnificient scenery and has such a perfect climate, sunny, cool, dry, and bracing, that they are equally attractive for summer holidays as for recuperative purposes.

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The nearest of these hot-springs to Dairen is at Hsiungyocheng. The hot-springs are situated on the bank of the River Hsiungyo, 1-1/3 miles from the railway station. Clear thermal springs also bubble up wherever a hole is bored in the river bed, and it is a refreshing and most exhilarating experience in the summer season to bathe in one of these hot-springs encircled by the cold river water with the blue, cloudless sky overhead. For some distance along the river bank is a wide stretch of sand, and it is only necessary to scoop out a hole at any spot to obtain an alfresco hotspring bath. And, obviously more easily obtainable is a hot sand bath, which is not only a luxury, but has high curative properties.

Analysis of the Water.

The following analysis of the water at the Hsiungyocheng Hot Springs was made and certified by the General Laboratory of the South Manchuria Railway Company :—

Natural flow of water.....	120 koku per day of 24 hours
Temperature	54° Centigrade.
Appearance	Transparent
Smell.....	Light Smell of Sulphureted Hydrogen
Reaction	Slightly Alkaline
Specific gravity (at 15°C)	1.0009
Total Quantity of solids.....	1.0635.

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Cations—

Kalium	0.0515
Sodium	0.2652
Calcium	0.0264
Magnesium	Trace
Iron	0.003
Aluminium	0.0001
Ammonia	Trace

Anions—

Chlor	0.3261
Sulphate	0.1639
Silicic Acid	0.1092
Carbon	Slight Trace
Phosphorus	Trace
Nitric Acid	Trace
Sulphureted Hydrogen	Slight Trace

Also Slight Trace of Organic Substances and Methane

Radium Emanation ..... 0.9 Mache's Units

Medicinal Value—

The springs are efficacious for treating chronic cases of rheumatism, gout, women's ailments, skin trouble, complaints of the stomach and intestines, nervous prostration, anaemia, etc. They are also beneficial for convalecents after serious illnesses, serving as promoters for the recreation of the system.

The Onsen Hotel The Onsen Hotel, in a charming garden close by, is built outwardly in foreign style, but its interior is almost entirely fitted out

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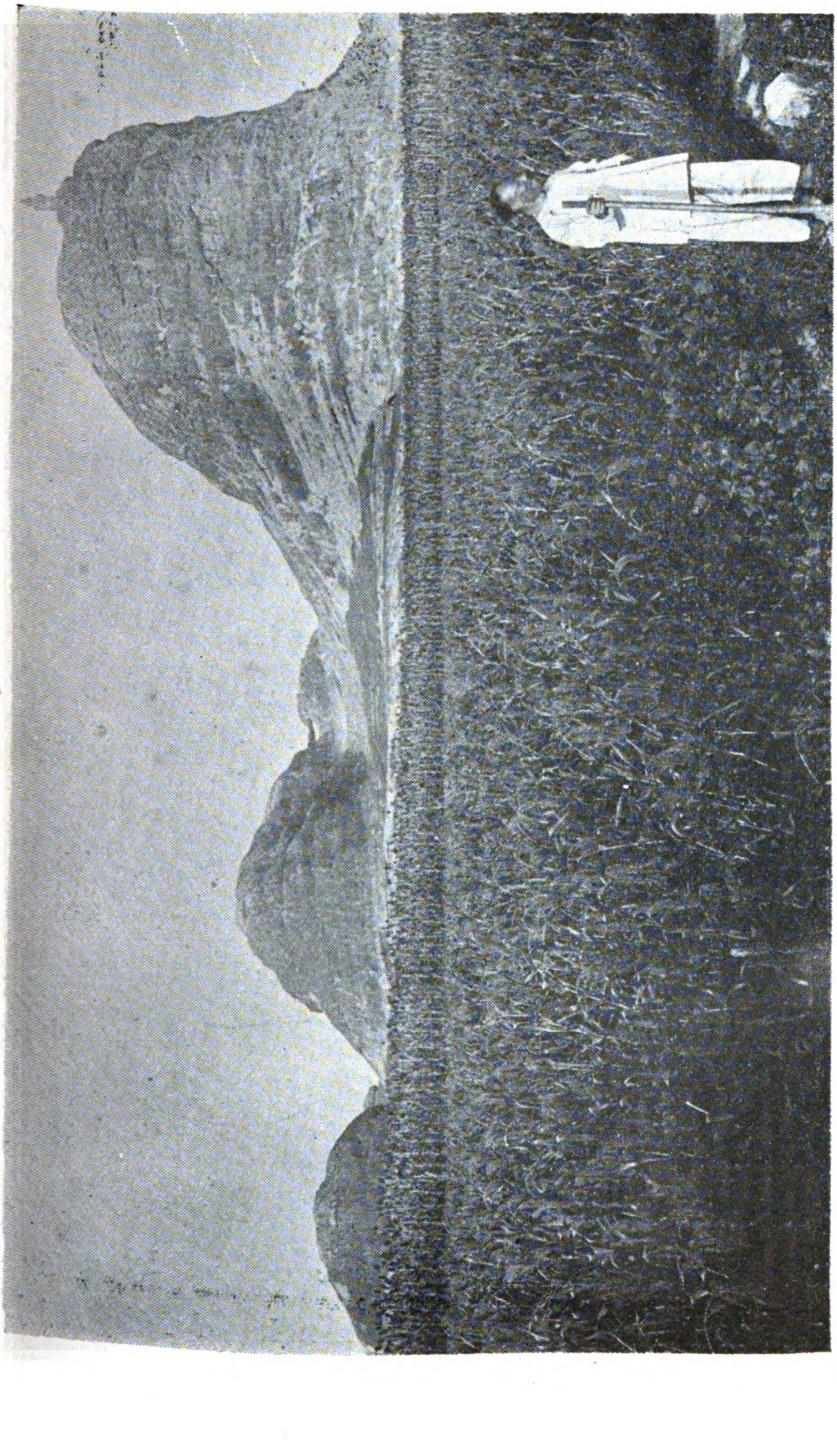

Peculiar Rocks and Natural Bridge seen from the Railway Station at Hsiungyocheng, the Hot Spring Resort.

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in Japanese style. There are 36 rooms, the best of which are in the main building. The hotel provides excellent bathing facilities. There are four beautiful private bathrooms in Japanese style, to which the water from the hot springs is laid on. These are specially recommendable to foregners. There are also two small swimming-baths, one for each sex. Though there is only one room furnished in foreign style, foreigners are made very convenient, as can be testified by the fact that foreigners in Mukden, Newchwang, and Dairen have for some years occasionally spent week-ends here in the summer season. Plain foreign food is supplied, but for those who intend to spend more than a day or two it is advisable to take a cook and provisions with them. The chief difficulty is that of language, and foreigners who cannot speak either Japanese or Chinese should prepare themselves with a list of phrases to express their wants.

Other Features of Interest.

Hsiungyocheng village, 3 miles west of the railway station, is a walled village existing from the 16th century. The neighbourhood is noted for two of its local products, red pears with delicious flavour and fish called huanghuayu (yellow flower fish). The fish are caught in enormous numbers in the sea co ast in the months of May and June.

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In the old days before the Revolution, the common people were not allowed to partake of this fish until it had been served at the Imperial Table. Lying between the railway station and the hot springs is the Agricultural Experimental Station of the South Manchuria Railway Company, about 90 acres in extent, where various researches in horticulture, sericulture, sylviculture, and plant-raising are conducted. The gardens, being generally full of all kinds of flowers in bloom, are a source of admiration and enjoyment to the visitors. From the railway station may be seen a small isolated hill with a curious natural bridge. The summit provides a good viewpoint, with a propect of the sea. A pathetic little legend is connected with this spot. Long ages ago there was a mother whose son, her only support and consolation in life, had crossed the sea and gone to the Capital. The loving mother came to the top of this hill every day to look anxiously for the return of her son, but ever in vain. Finally she died of a broken heart, and a small monument, which is still standing, was erected on the spot in memory of her devotion and lamentation. Fuller particulars of the Hsiungyocheng Hot Springs Resort may be obtained from a little illustrated booklet, entitled "Hot Springs in Manchuria," issued gratis on application by the Japan Tourist Bureau.

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KAIPING—(132 miles)

Great Centre for Tussah Silk.

Kaiping is noted for its trade in *wild* silkworm cocoons and silk, for which it has been a central market since olden times. The quantity of tussah silk now annually sold here amounts to about 3,000,000 *kin* (about 1,772 English tons). The wild silkworms are fed on the leaves of oak-trees. These trees grow extensively in the hilly regions round Kaiping, Haicheng, etc. The worms are raised twice each year, the cocoons being harvested in July and October. Kaiping is a large town with about 17,000 inhabitants, and all through the year, except the frozen winter months, is visited by a large number of silk-merchants from Shanghai, Yingkou, etc.

TASHIHCHIAO—(156 miles)

Junction for Yingkou.

Tashihchiao is the junction for the branch line to the important port of Yingkou (Newchwang). Yingkou is only 14 miles distant, and there are six trains each way per day. General Kuropatkin, Commander-in-Chief of the

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Russian Army in the Russo-Japanese Army, once had his headquarters here in a Buddhist Temple situate amongst a chain of hills two miles from the station, and was said to have been wounded in the vicinity. A religious festival and the largest fair in the Liaotung Peninsula are annually held around this temple in the spring.

HAICHENG—(170.5 miles).

Reminiscences of the Sino-Japanese War.

Haicheng is a city of 15,000 inhabitants, surrounded by an old bailey pierced with four large gates. Being admirably adapted for defence, owing to low hills at short distances outside the walls, Haicheng played a prominent part in the Sino-Japanese War of 1894-'95. The Japanese occupied the city on December 13th, and the Chinese made four fruitless attempts to recapture it. The Japanese took advantage of the natural environments to make the place impregnable to the Chinese attack, and remained in occupation until November 30th, 1895. Inside the city walls is an eminence supposed to be an old Korean fort, and outside the South Gate, on one of the low hills, stands a temple of Confucius, which commands a view of

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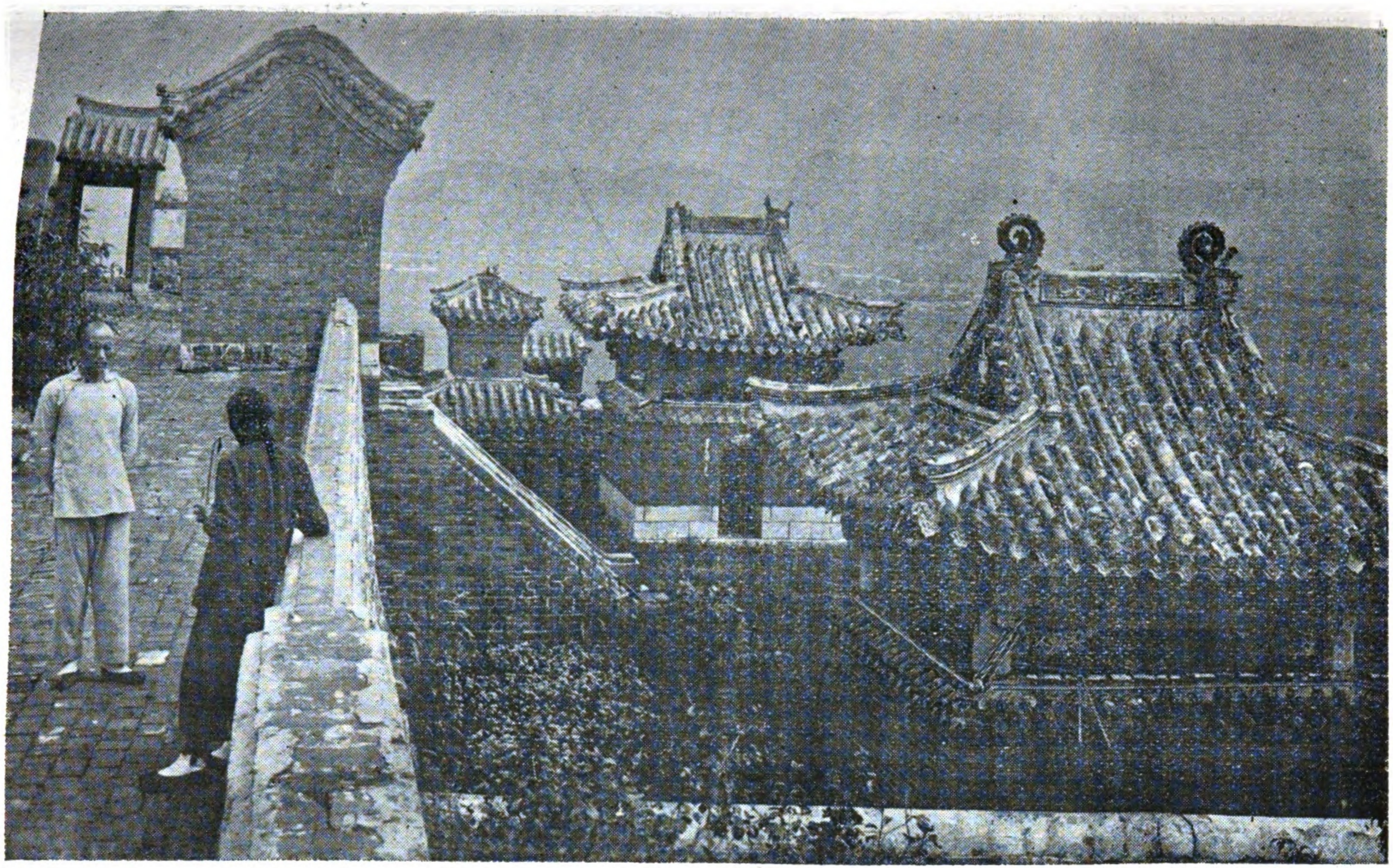

Buddhist Temple, Tushihchiao.
(Gen. Kuropatkin, Commander-in-Chief of the Russian Army, once had his headquarters at this place).

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the whole city with the waters of the Shaho rolling by the foot of the old ramparts.

TANGKANGTZU—(183.7 miles).

Famous Hot Springs.

Ten minutes' walk from the station are the famous mineral springs of the province, the discovery of which date back as far as the seventh century. Tradition says that during the reign of the Emperor Taitsung (627-650 A.D.), the real founder of the Tang Dynasty, the Chinese soldiers dressed their wounds at these hot springs in the course of the expeditionary war against the Koreans, which resulted in the annexation of the Korean kingdom. Hosie, the author of the standard work on Manchuria, stated when he visited Tangkangtzu in January, 1896, "Here are situated the famous sulphur, I should rather say, mineral, springs of the province. Some care has been taken of them, for three stone baths have been constructed and a house built over them, and outside there is a large circular bath for the general public. The water, which was tepid, was several feet deep, and there was a whitish efflorescence of sulphur on the encircling stones and withered herbage.

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The air was laden with an odour far from pleasant." The Russians, during their occupation, further modernized the facilities, and the Japanese have made the place a spa of some luxury. A fine new hotel is being built, partly in foreign style, in the midst of a spacious garden, with magnificent private bathrooms, open-air hot swimming-bath, tennis-court, conservatory, etc." The scenery in the district of Tangkangtzu is remarkably majestic and magnificent. The majority of people appear to think that Manchuria is nothing but a vast, desolate plain, practically devoid of attraction throughout the year; but in reality it has scenery which, though little known, rivals that of any country in the world. There are lofty mountain ranges, noble hills and beautiful valleys, foaming ravines, fine rivers, and shallow streams, picturesque rocks, and antique temples, with foliage and flowers of a thousand descriptions. And more of this is concentrated within a day's march of the Tangkangtzu Hot Springs than in any other district of the province.

Analysis of the Water.

The following analysis of the water at the Tangkangtzu Hot Springs was made and certified by the General Laboratory of the South Manchuria Railway Company:—

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Natural flow of water	200 *koku* per day of 24 hours.
Temperature	73° Centigrade.
Appearance	Transparent.
Smell	Peculiar.
Reaction	Slightly Alkaline.
Specific Gravity (at 15° C.)	1.0003
Total Quantity of Solids	0.4970

Cations :—

Kalium	0.0372
Sodium	0.1131
Calcium	0.0035
Magnesium	Trace.
Iron	Trace.
Aluminium	Trace.
Ammonia	Nil.

Anions :—

Chlor.....	0.0634
Sulphate	0.1117
Silicic Acid	0.0964
Carbon	Trace.
Phosphorus	Trace.
Nitric Acid	Trace.
Sulphureted Hydrogen.....	Nil.
Also Trace of Methane and Organic Substances	
Radium Emanation.....	5.6 Mache's Units.

Medicinal Value—Same as the Hsiungyocheng Hot Springs

(See Pages 92.)

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Chienshan: The Beauty Spot of Manchuria.

The striking mountainous range of sierralike formation to the east of Tangkangtzu is known as Chienshan, which literally means "The Thousand Hills." Hosie says in his standard work "There is a legend that the original number was 999, but, as this idyllic odd number was unsatisfactory, an artificial hill was added to make the thousand. I was surprised to hear it, for the Chinese are very fond of odd numbers, but to have to say *Chiu pai chiu shih chiu shan* (the 999 hills) every time reference had to be made to them may have settled the necessity of adding a hill and thereby curtailing the name to two characters." With regard to scenery and poetic features, Chienshan is one of the most enchanting and entrancing spots in the world and a gem of matchless worth in the Far East. Here, "far from the madding crowd," we can find Nature in her best and most varied moods. Amongst these thousand hills are many beautiful valleys, through which shallow streams, whispering their secrets as of old, glide by the bases of fantastic rocks, while antique temples, triumphs of human art, are visible here and there down vistas of green foliage. Each of the four seasons, in fact, imparts a peculiar beauty of its own. In spring, amid the mists and clouds, the ridges appear far and near in their mild grandeur, clothed with flowers

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of a thousand varieties, and birds sing to the music of rippling mountain brooks. In summer, green foliage, wet with the morning dew, fills the whole scene, and torrents and cataracts rush down the ravines, foaming and breaking into the wildest spray. In autumn, mountains and valleys are clothed with a carpet of gold and crimson in bewitching folds; while in winter one may imagine oneself standing before stupendous monuments of white marble in celestial halls of crystal within a fairyland of innocence and purity. The mumerous temples belong to the two orders of Buddhism and Taoism. The Buddhist temples are of the Zen sect, and mostly date from the time of the Sung Dynasty, having been built between 1004 and 1007; whilst the Taoist temples, some 20 in number, were built by the emperors of the last dynasty between 1736 and 1795. Taoism is attributed to the Chinese philosopher Laotze, who was born about 604 B.C., about half-a-century prior to Confucius. Of the Buddhist temples, Lungchuanssu, or the "Dragon Fountain Temple," is the largest, but for archaic beauty Taanssu ("Temple of Great Peace") and Chunghuissu ("Temple of the Intermediate Junction") excel all the rest. Among the Taoist temples, Wuliangkuan, or the "Temple of Munificence," is the grandest from the architectural and scenic points of view, fairly rivalling the famous Buddhist temple, Lungchuanssu, mentioned above. The priests are

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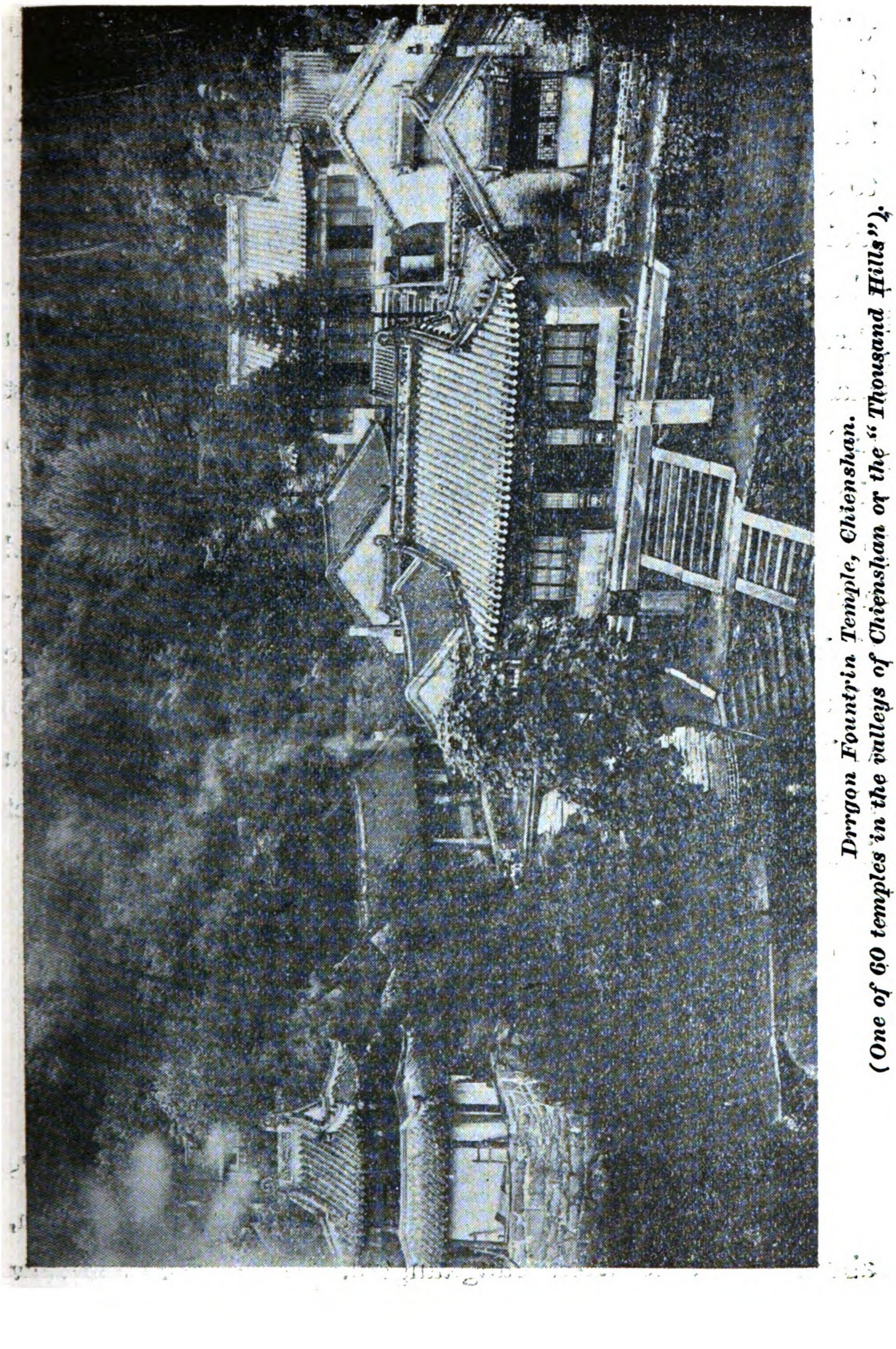

Dragon Fountain Temple, Chienshan.

(One of 60 temples in the valleys of Chienshan or the "Thousand Hills").

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willing to help visitors and seem to be glad to be of service to them. The climbing season extends from May to October, but the best time to make the ascent is from September 20th to October 20th, when fine weather usually prevails. Guides and sedan chairs or donkeys are necessary, and these can be obtained upon application (which should be made two or three days before being required) to either of the station masters of Tangkantzu or Chienshan Stations. The grandest and best sights of Chienshan can be seen in one day, but two days are required to cover most of the points of real interest. Those who intend to stop overnight among the hills can find accommodation at any of the temples, but they must carry their bedding and provisions. Old records show that the Emperor Taitsung of the Tang Dynasty (627–649 A.D.) visited Chienshan. Fuller particulars of the Tangkangtzu Hot Springs and Chienshan can be obtained in a booklet issued gratis by the Japan Tourist Bureau.

ANSHAN—(192.8 miles).

New Steel Works.

The Chienshan region abounds in iron ore, and at Anshan, about one mile from Tangkangtzu, a steel works is now

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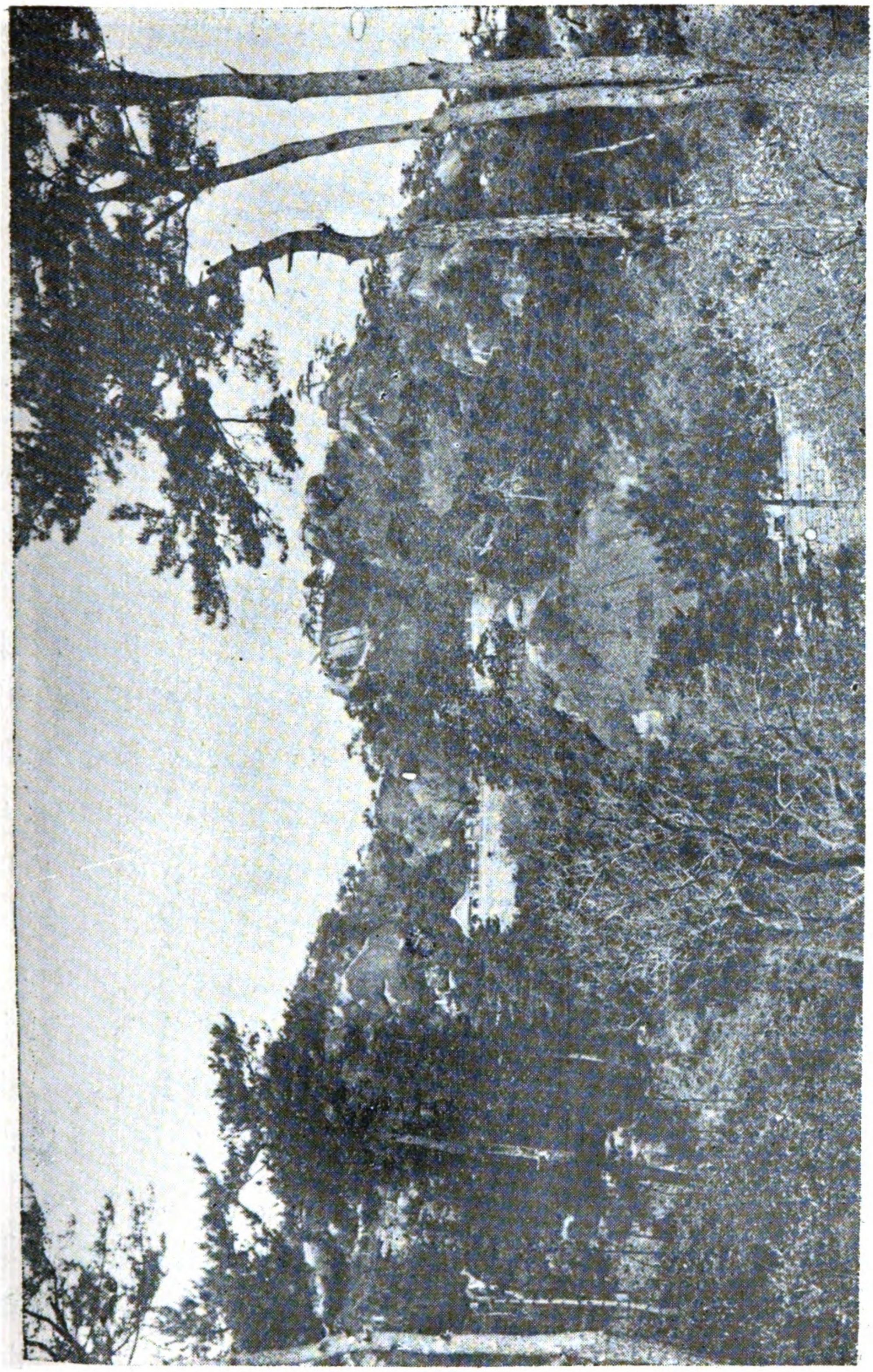

Taoist Temple Amidst Beautiful Scenery at Chienshan.

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in course of construction by the South Manchuria Railway Company, and a new town for the workmen is being laid out.

LIAOYANG—(208.2 miles).

Ancient Capital & Famous Battle Ground.

No town in Manchuria and few towns in China can take us further back into the dim and distant ages of the past than Liaoyang. In remote antiquity (1500–.400 B.C.) it was called the Castle of Yu-kung-ching-chou. For some centuries before the Christian era, the dominions of Korea extended as far as Liaoyang. During the Korean domination in the 1st Century A.D. it was called the Korean Castle. This city was a little to the north of the present city, and a very interesting relic of the Korean occupation remains in the shape of remnants of the ancient south wall outside the present north wall. In the early part of the Tang Dynasty of China, which extended from 620 to 907 A.D. the Koreans were subjugated by the Emperor Taitsung, who made the village of Shoushanpu, about three miles south-west of the present city, his military headquarters during the

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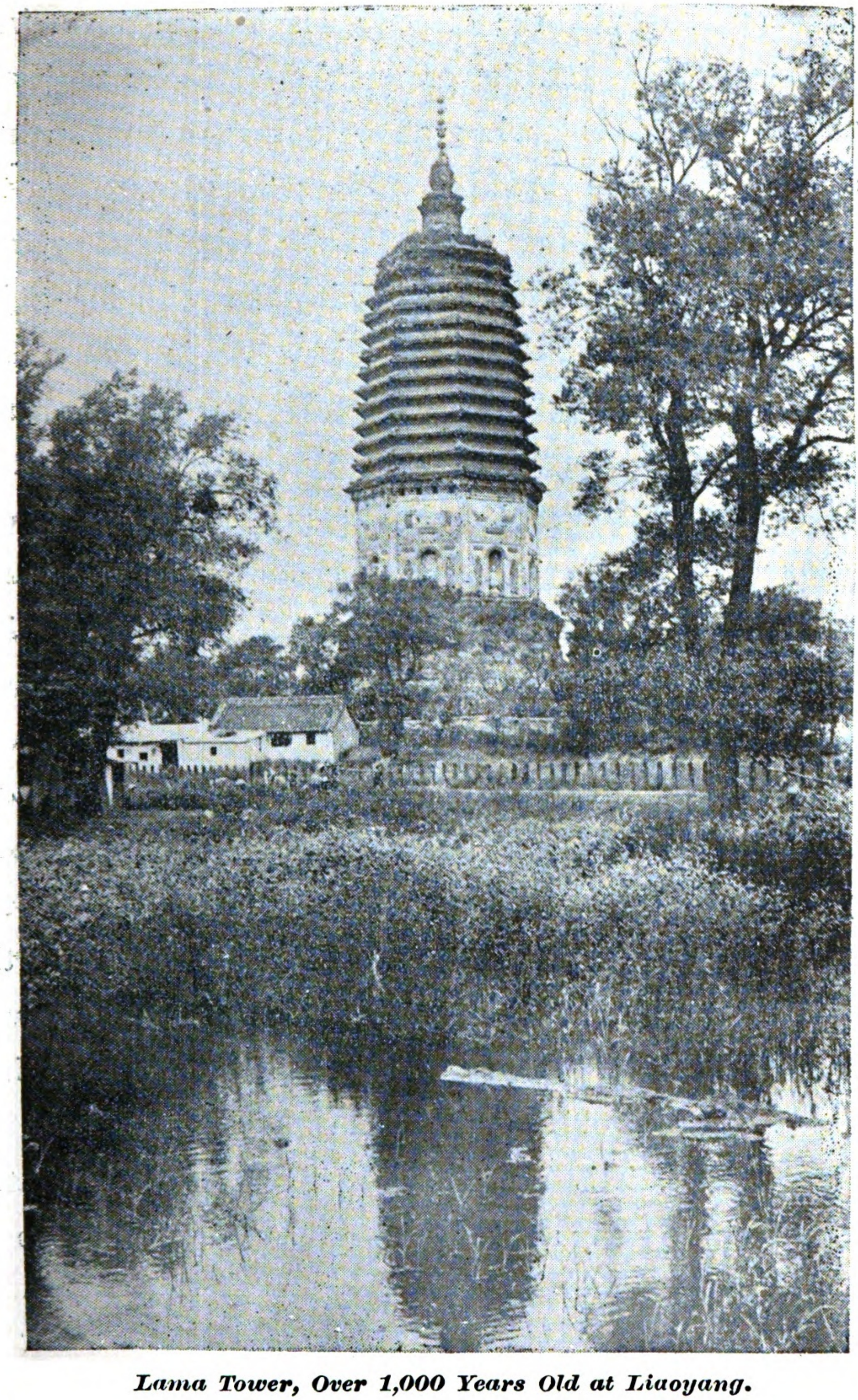

Lama Tower, Over 1,000 Years Old at Liaoyang.

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expedition. It was the old city which came down from the Korean times that the great chief Nurhachu took and made his first capital, when about a thousand years later he founded the late Manchu Dynasty in 1615.* In the meantime, however, in 1125 A.D. the Kin Tartars from North-East Manchuria founded a kingdom with its capital first at Liaoyang and then at Peking, but in 1234 A.D. the Kins were overthrown. During the nearly three centuries of the Ming Dynasty, which was established in 1368, Liaoyang figured little in history. Then commenced the Manchu regime. The Manchu conquerors of Liaoyang were dissatisfied with the position of the old Korean city, and they built a new city on the other side of the River Taitze, which remains in ruins to-day, and can be seen from the present city wall. Ten years later, in 1625, Nurhachu removed his capital to Mukden. The present city is comparatively modern, having been built by the Emperor Chenlung, who reigned from 1795. One of the oldest relics of Old Liaoyang is the famous Lama Tower, which can be seen from the railway station. At one time thought to be as old as the Han Dynasty (206 B.C. to 221 A.D.), it is now believed to have been erected in the Tang Dynasty above mentioned as a Buddhist Pagoda.

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* *See* "Home of the Manchu Dynasty" under Mukden.

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At any rate, it is over 1,000 years old. Its sides are covered with carved images of Buddha and his chief disciples, and Indian features are distinctly traceable. The tower is situated on a slight eminence outside the City Wall in the South Manchuria Railway Area which extends from the west wall to the railway station. In the Russo-Japanese War, the Battle of Liaoyang, fought from August 30th to September 4th, 1904, was one of the greatest contests, and is famous for General Kuropatkin's masterly retreat. Though Liaoyang is no longer a capital, there is no doubt of its still being one of the most important commercial towns. The present population is about 40,000, including about 4,000 Japanese, who are laying out their new town in a way which should serve as an example to the Chinese. Inside the wall the United Free Church of Scotland has a missionary station, which saw several vicissitudes under that fine old veteran medical missionary, Dr. Alexander Macdonald Westwater, who did a wonderful work there for over 50 years. Liaoyang is also the headquarters of the French Catholic missionaries in Manchuria.

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YENTAI—(222.1 miles).

Well-Known Coalfield.

About 7 miles from the station, there lies the coalfield of Yentai, owned by the South Manchuria Railway Company. The working of the mines is being energetically developed, as the almost smokeless quality of the coal assures for it a special demand. The colliery was discovered, according to tradition, early in the 10th century.

SHAHO—(232.7 miles).

Important Place in the Late War.

During the long winter months of 1904/5, the two opposing armies were facing each other, the River Shaho between them, till the decisive battle of Mukden was fought. Mt. Wanpaoshan, the strategic point fiercely contested between the combatants, is situated about four miles to the west of the station. This is the Putchiloff Hill of the Russians. The remains of breastworks and trenches may yet be seen scattered among the hills and

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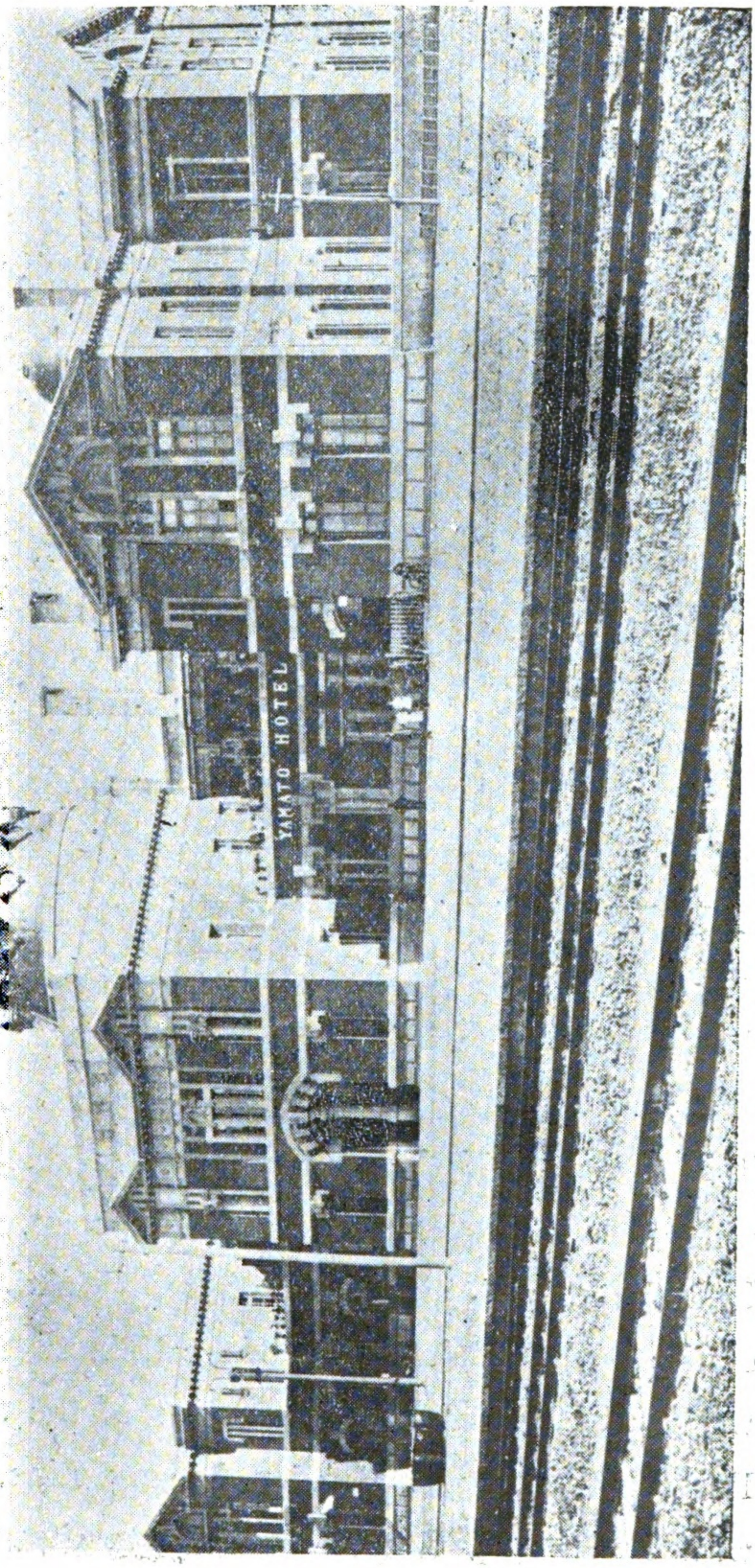

S. M. Railway Station and Yamato Hotel, Mukden.

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dales. On the right of the railway bridge is a pine-wood, called by the Japanese "The Pine Grove of Hell" on account of the immense slaughter on both sides. The trunks and branches of the pines, shattered and perforated like a honeycomb by shells and bullets, still testify but too vividly to those bloody scenes.

FENGTIEN (MUKDEN)—(248.2 miles).

Capital of Manchuria.

Situated in the heart of Manchuria, Fengtien or Mukden, as it is called by foreigners, is the Capital of one of the largest divisions of the Chinese Empire, and is the largest city in Manchuria, with a population of about 200,000. Among the Chinese, however, it is more popularly known as Shenyang or Shengking. By the Japanese it is called Hoten. It is the seat of the provincial government. Consulates-General of France, Great Britain, Japan, Russia, and the United States are also located here. Mukden is the terminus of the Peking-Mukden line of the Chinese Government Railways, and also the starting-point of the South Manchuria Railway Company's Mukden-Antung Line, which connects with the Chosen (Korean) Railway to Fusan. Mukden is a

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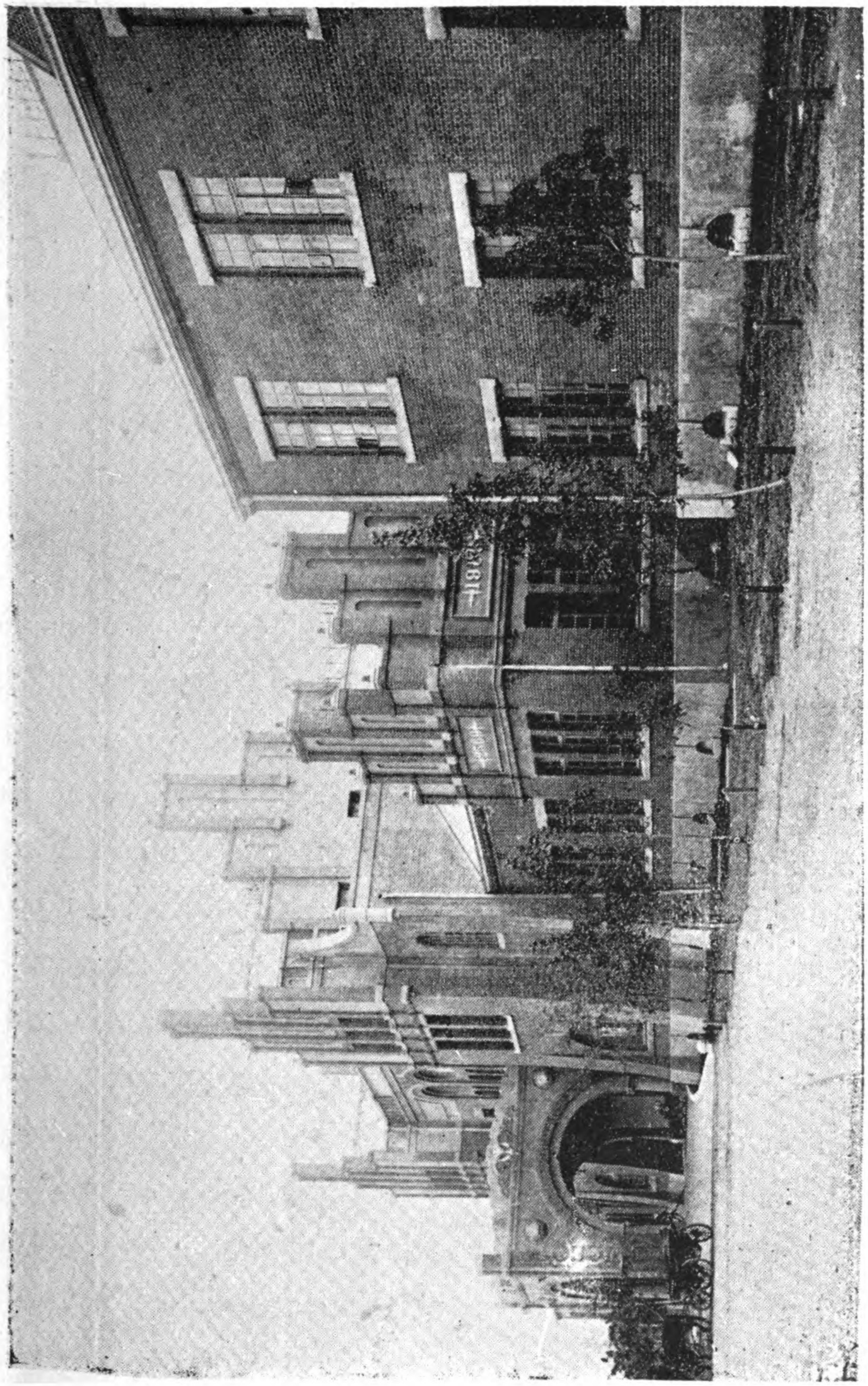

S. M. R. Hospital, Mukden.

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city of great trade. It is one of the greatest skin and fur markets of the world, contains numerous factories for dressing the raw skins, and supplies a great part of the finer furs which are found in costly and fashionable attire. The Three Eastern Provincial Bank has its headquarters at Mukden, and the Yokohama Specie Bank, the Chenglung Bank, and the Chungkuo Bank (the Bank of China), and the Bank of Communications have branches. This year (1920) the first foreign bank was opened here, the Banque Industrielle de chine establishing a branch just outside the city wall. The South Manchuria Railway Company has opened an up-to-date hotel adjoining the railway station. The Railway Company maintains the South Manchuria Medical College at Mukden, where both Japanese and Chinese students receive a splendid medical education under the tuition of specialists of high standing. The old walled city of Mukden is now known as the old Town owing to a New Town having sprung up in the Railway Area, which covers about 1,500 acres around the railway station two miles distant. The New Town is fast becoming an exceedingly fine town on modern lines with beautiful squares, parks, etc. The business streets are wide and contain many fine buildings, while the residential quarters are conspicuous for their artistic dwellings. The population of the New Town at the census taken in March, 1920, was 16,786. Between the New Town and the walled

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South Manchuria Medical College, Mukden, with Dormitory.

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city is the International Settlement, where all the Consulates are situated in addition to many foreign residences. Mukden is the headquarters for Manchuria of the Standard Oil Company, the British American Tobacco Company, Messrs. Andersen, Meyer & Co., and other firms. The Mission and Hospital of the United Free Church of Scotland, made famous by Dr. Christie, C. M. G., is near the Lotus Pond within the East Gate of the Outer wall of the old city.

"The Forbidden City."

Only a few years ago Mukden was known as "The Forbidden City," and few foreigners indeed had ever penetrated within it. Lying some 320 feet above sea-level, the city proper is surrounded, like old Chinese cities, by a lofty crenellated wall, built of large black bricks, with eight towering gate-ways and the usual buttresses, enclosing a square mile of ground covered with one-storied houses. This wall is 35 feet high, 16 feet wide at the top and 26 feet wide at the bottom, which encloses some ten square miles, upon which the houses of the suburban population are scattered. The main streets of the city, which lead to the eight gates, are wide, with narrow side-streets and lanes. Except for its size, one might readily imagine oneself in Peking. In spite of fire and sword, which destroyed much that was picturesque in old Mukden, the city is still a bit of real "Old China," yet boast-

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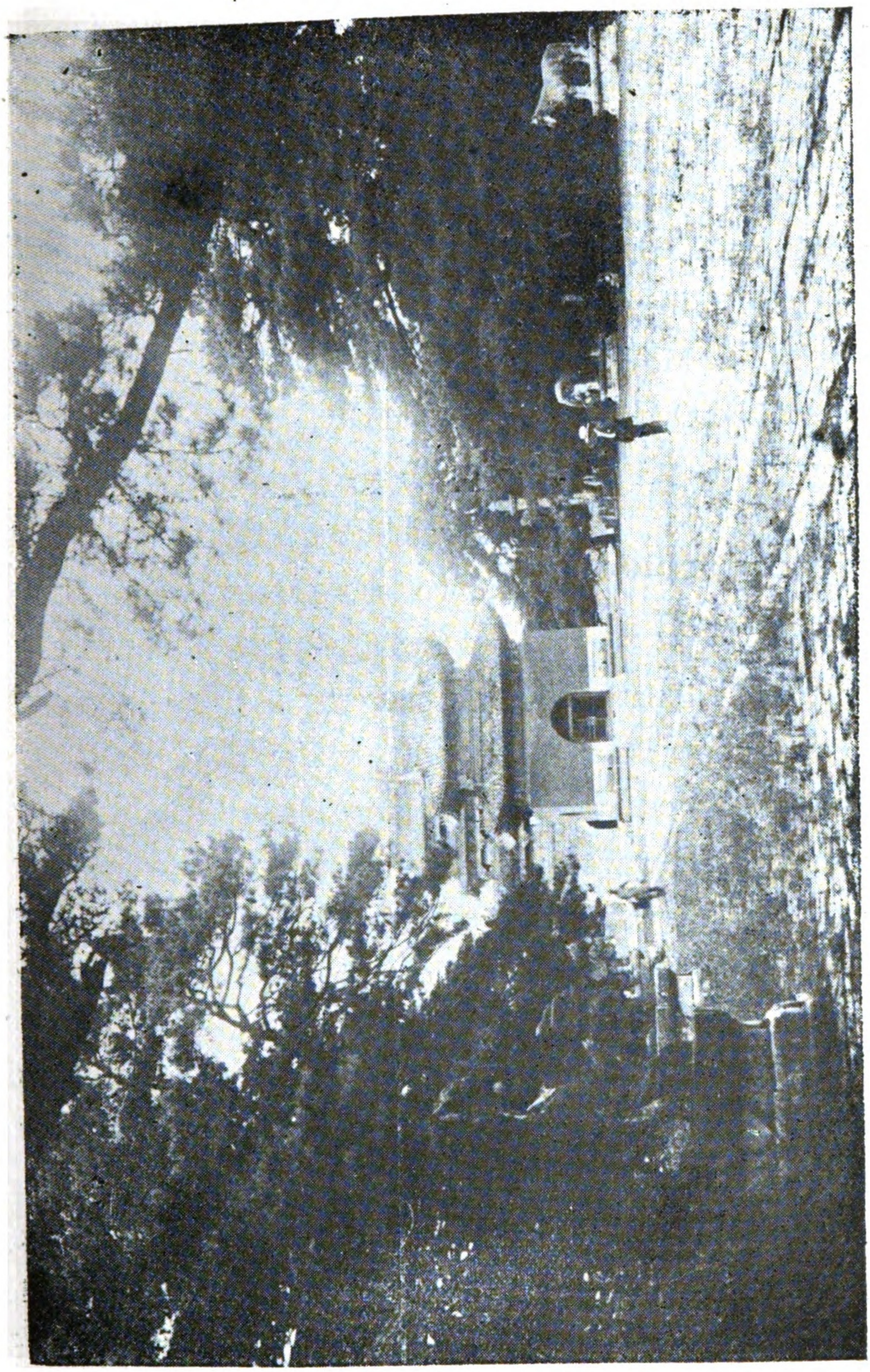

Front Courtyard, North Mausoleum, Mukden.

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ing the reputation of being the most important city in Manchuria, as well as the largest. The main gateway of the city, with its three-storied pagoda, is rather striking, and the street scenes present a very antique appearance. Tourists are recommended not to miss a visit to the Chinese Commercial Museum, where is exhibited a complete collection of the wondrous products of nature and art.

Home of the Manchu Dynasty.

Mukden has a peculiar interest to travellers from the fact that it is the home of the Ching or Manchu Dynasty which after 267 years' despotic sway has lost its sovereign power in China. Manchuria is an agglomeration of petty Tartar or Manchu principalities, lying to the north-east of China proper and east of Mongolia, which were conquered one after another and welded into one kingdom during the 16th and 17th centuries by a Manchu and his successors, who, pushing south and west from their ultimate capital, Mukden, overthrew the great Ming Dynasty and seated themselves on the throne of China at Peking in 1644, under the name of "The Great Pure Dynasty," the eleventh Emperor of which Dynasty was driven by the Revolution to abdicate the throne in February, 1912. It was to put them in perpetual remembrance of their great defeat that the Manchus compelled the Chinese to wear queues, which humiliating edict was re-

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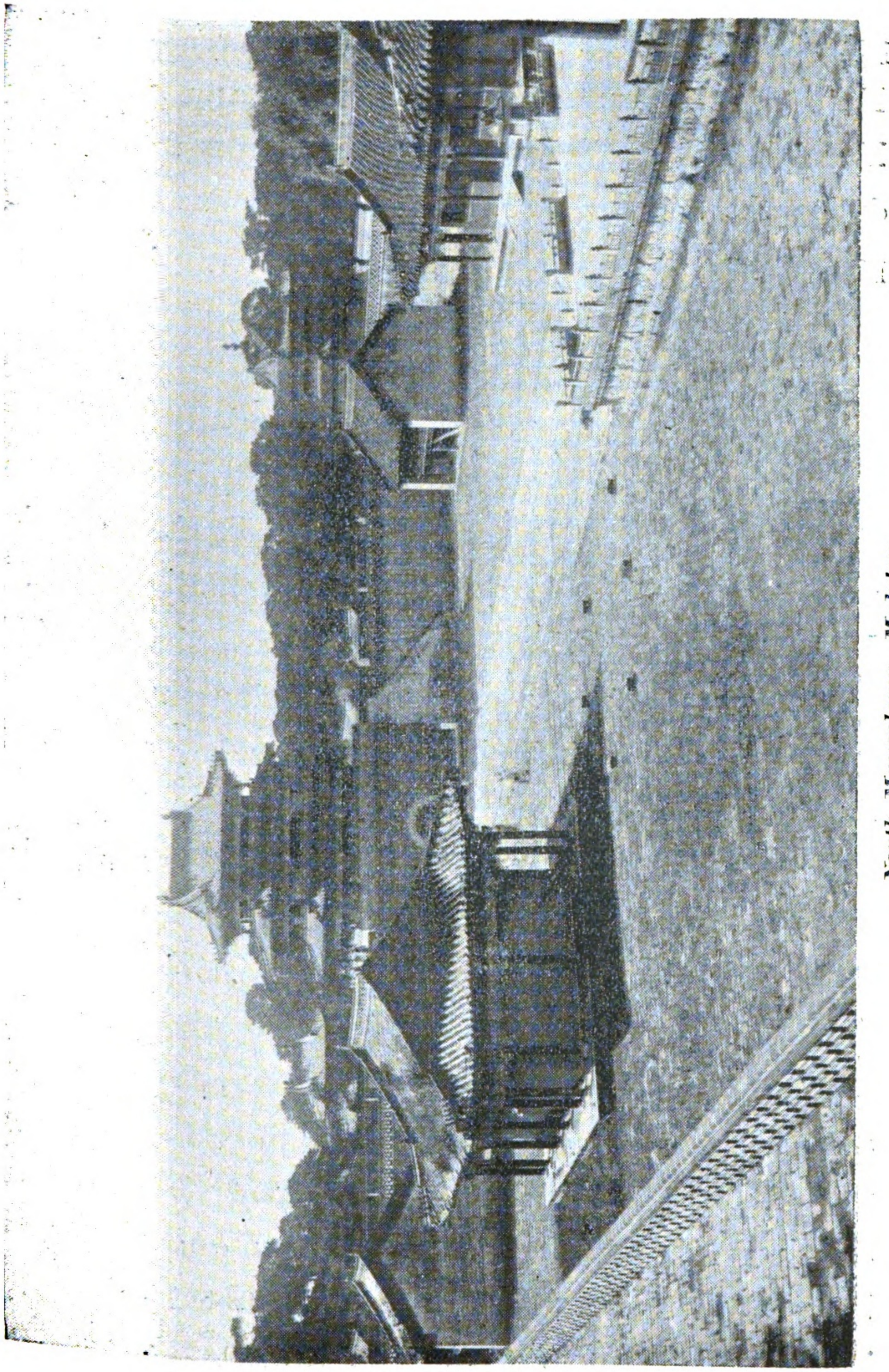

North Mausoleum, Mukden.

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pealed shortly before the outbreak of the Revolution. It was Nurhachu, the founder of the Manchu Dynasty, who shifted his capital from Liaoyang to Mukden in 1625 ; and in 1631, during the reign of his son, the present wall and Imperial palace were built.

The Manchu Imperial Palaces.

Naturally, the principal sights of Mukden are the Imperial Precincts and the Imperial Tombs, permits to which can be obtained by applying through the Consulates. In the grounds of the Imperial Precincts, situate within a walled enclosure in the centre of the city proper, are the Palaces of Chinlan, built in 1642 ; Wensoko, with its four libraries, containing altogether 6,732 bookcases ; Chungchen, where the ruling monarchs transacted their regal duties in olden times and in which the royal throne is still preserved ; and Chingning, or Hall of Worship, where the Emperor Taitsung breathed his last. There are also repositories, wherin were contained the priceless treasures of the Imperial ancestors, which were removed in 1914 to Peking. From the top of the highest palace, a magnificent view of Mukden and its walls and surrounding country can be obtained. Fuller particulars may be found in an illustrated booklet issued by the Japan Tourist Bureau.

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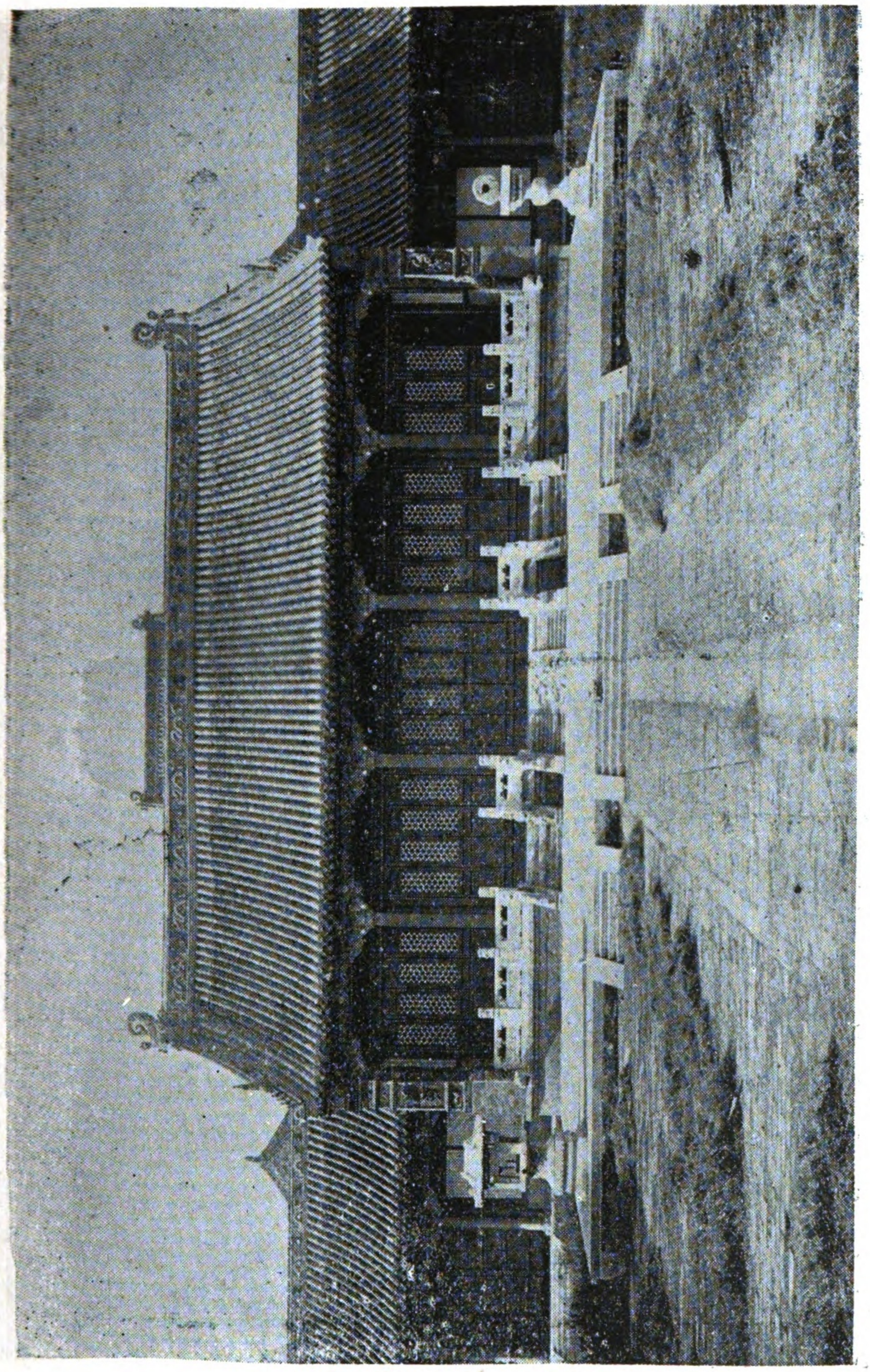

Chungcheng Palace, Mukden. (The home of the Manchu Dynasty).

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The Imperial Tombs.

There are two Mausoleums, one, called Tungling, about ten miles to the north-east, on the River Hun, and he other, called Peiling, about five miles to the north of the city. The latter stands on a wooded eminence, and is the most suitable to visit, being reached after a pleasant drive over lad that strongly reminds one of the American prairies. This is the burial-place of the Emperor Taitsung, the second Emperor of the Manchu Dynasty, and contains a monument bearing an inscribed epitaph written by the Emperor Kang Chi.

TIEHLING—(292.6 miles).

Important Trade Centre.

The old town of Tiehling has a population of nearly 40,000. Situated close to the River Liao, with the riverside town of Mafengkou, it commands both railway and river facilities, andbonsequently its trade is very extensive. Tiehling means "The Iron Range," and the town is so called from a range of hills in the neighbourhood. It is still the largest town between Mukden and Changchun, although Kaiyuan on the north is threatening to outstrip it. It stands second only to Changchun in the magnitude of its trade in beans. All

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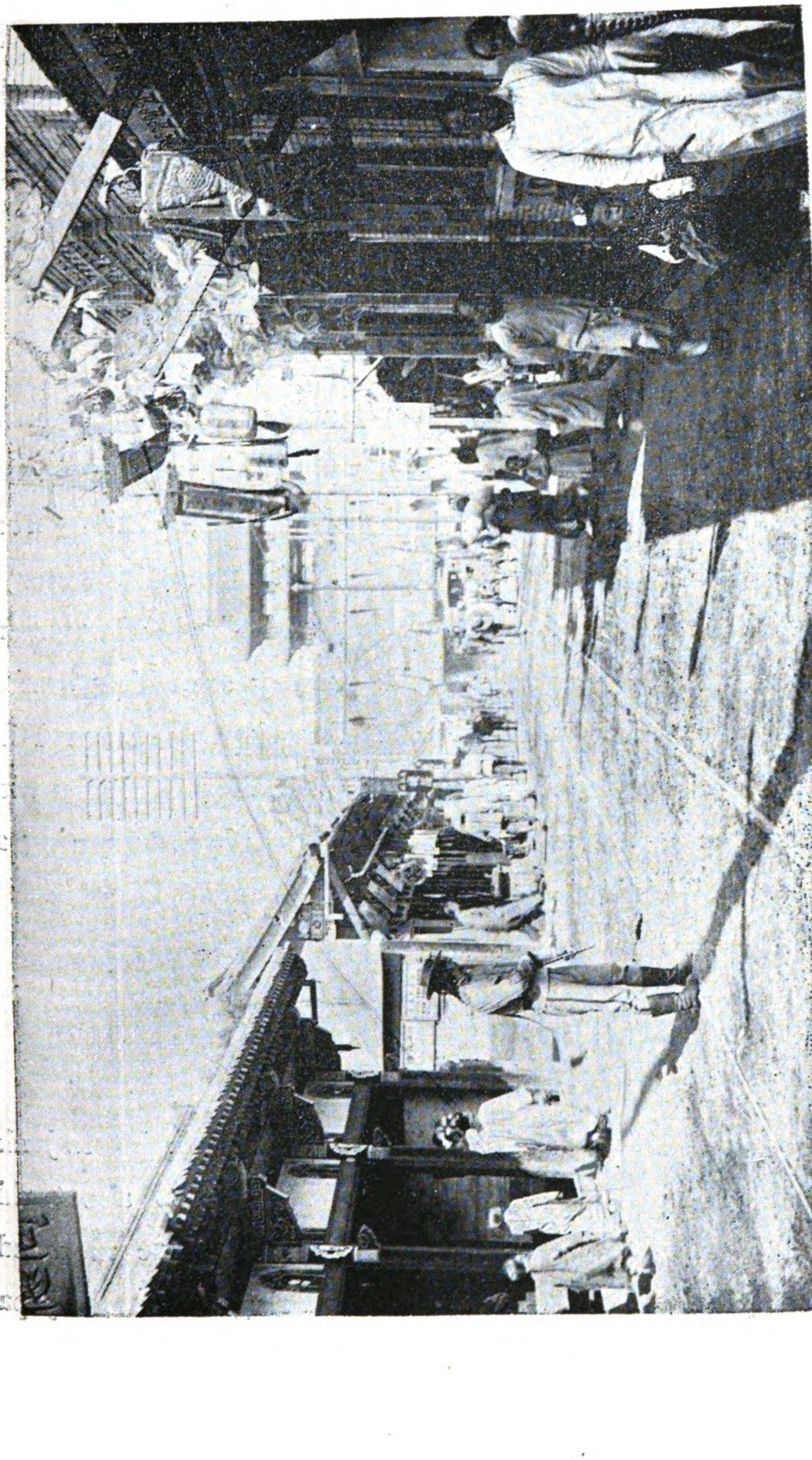

Street Scene in Mukden, Showing the Drum Tower.

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the merchandise used to be sent down the River Liao to Yingkou (Newchwang), but the railway is gradually absorbing the traffic at the expense of the waterway.

KAIYUAN—(313.4 miles).

Rising Produce Centre.

Kaiyuan is a flourishing commercial city with a population of 28,000, also enclosed with walls, dating from 1369, and six miles in circumference. It is most advantageously situated as the accumulating and distributing centre because of the expanse of a fertile country stretching east of the railway which is called the Tungshan (Eastern Hill) District. A railway is in project to connect Kaiyuan with Hailungcheng, 115 miles east. This town is fast growing at the cost of Tiehling.

CHANGTU—(332.7 miles).

Navigable Point of the Liao.

The River Liao is navigable to junks of moderate size up to about this point. Changtu was the most advanced position held by the Japanese during the Russo-Japa-

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nese War, a hill about a mile north of the station having been occupied by a detachment of the Japanese Army during the latter days of the war. From the top of this hill can be seen the various earth-works erected by the Japanese Army throughout the entire neighbourhood, showing the immense scale on which the operations were conducted. The town of Changtu is situated outside the "Changcha" (a prolongation of the Great Wall of China from Shanhaikwan on the Gulf of Pechili to the River Sungari north of Kirin). As the embankment consitituted an old barrier between Mongolia and Manchuria, the place was originally within the dominion of the Mongolian princes. The town began to grow, however, after the middle of the 18th century through the coming in of Chinese, who then began to cross the barrier and form settlements, gradually driving away the nomad Mongolians into Inner Mongolla. The embankment branched off near Changtu north-east to Kirin. About 2½ miles south of Changtu station is one of the old gateways in the embankment, from the top of which to the right and left the barrier stetches out as far as the eye can reach over an immense undulating plain. Changtu has a population of 14,000, and is the seat of the prefectural government. The river port is named Tungkiangkou, and is some distance away. It has a population of 10,000, among whom are many large brokers; whose houses, surrounded with thick walls, and standing in a

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row on each side of the main streets, will convey at once an idea of the magnitude of the trade carried on here. Some of these brokers have large courtyards where 200-300 horses and carts are accommodated. The competition of the railway, however, has greatly altered the character of the port in recent years.

SSUPINGKAI—(365.8 miles).

Scene of Armistice Confereace.

There is nothing to see at Ssupingkai, but it is noted as the place where the Japanese and Russian Commissioners held the first conference for an armistice near the close of the Russo-Japanese War, which resulted in the signing of an agreement known as the Ssupingkai Truce Agreement. The conference-house is now used as a barracks by the Japanese Railway Guard.

Chinese Branch Line.

Ssupingkai is also the starting-point of the Ssupingkai-Chenghiatun Line of the Chinese Government Railways. This line was opened on January 10th, 1918, and acts as a feeder to the South Manchuria Railway for the rich Mon-

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golian region. The line is 54½ miles long. Since the opening of the line the town of Ssupingkai has begun to grow, and it will doubtless be an important place in the future.

Interesting Origin of Chengchiatun.

Sixty years ago there was no town of Chengchiatun and probably no thought of a town. The site where the town stands was the annual meeting-place for a few weeks of the Peking and Tientsin merchants and the nomad Mongolians who came to trade with them. A couple of enterprising Chinese opened inns for the convenience of these merchants from the Capital, and settlers gradually erected buildings around the inns, which attracted others, and Chengchiatun is now a town of 25,270 inhabitants.

KUNGCHULING—(399.1 miles).

Its Agricultural Station.

During the last stage of the late War, this town was used as the headquarters of General Linievitch. It is fast rising into prominence, owing to its position on the railway. The

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South Manchuria Railway Company has founded an Agricultural Experimental Station for the purpose of testing what fruit trees and vegetables suit the soil and climate. It was established in the Spring of 1913, and the vegetable and flower seeds and saplings of fruit trees raised in the station are annually distributed. The Company has started to establish also a stock farm by importing select breeds of cattle and sheep.

CHANGCHUN (KWANCHENTZE)—(437.6 miles).

Terminus of the South Manchuria Railway.

Changchun, as it is called by the Japanese, or Kwanchengtze, as it is called by the Russians, is the northern terminus of the South Manchuria Railway (Japanese) and the terminus of the branch line of the Chinese Eastern Railway (Russian) from Harbin. Through passengers have to change trains here, but the Russian trains run right into the Japanese station, so that no inconvenience is caused. The Kirin-Chungchun Railway, a new line 79 miles long, completed in 1913 by the Chinese (Japanese subscribing half the capital), connects Changchun

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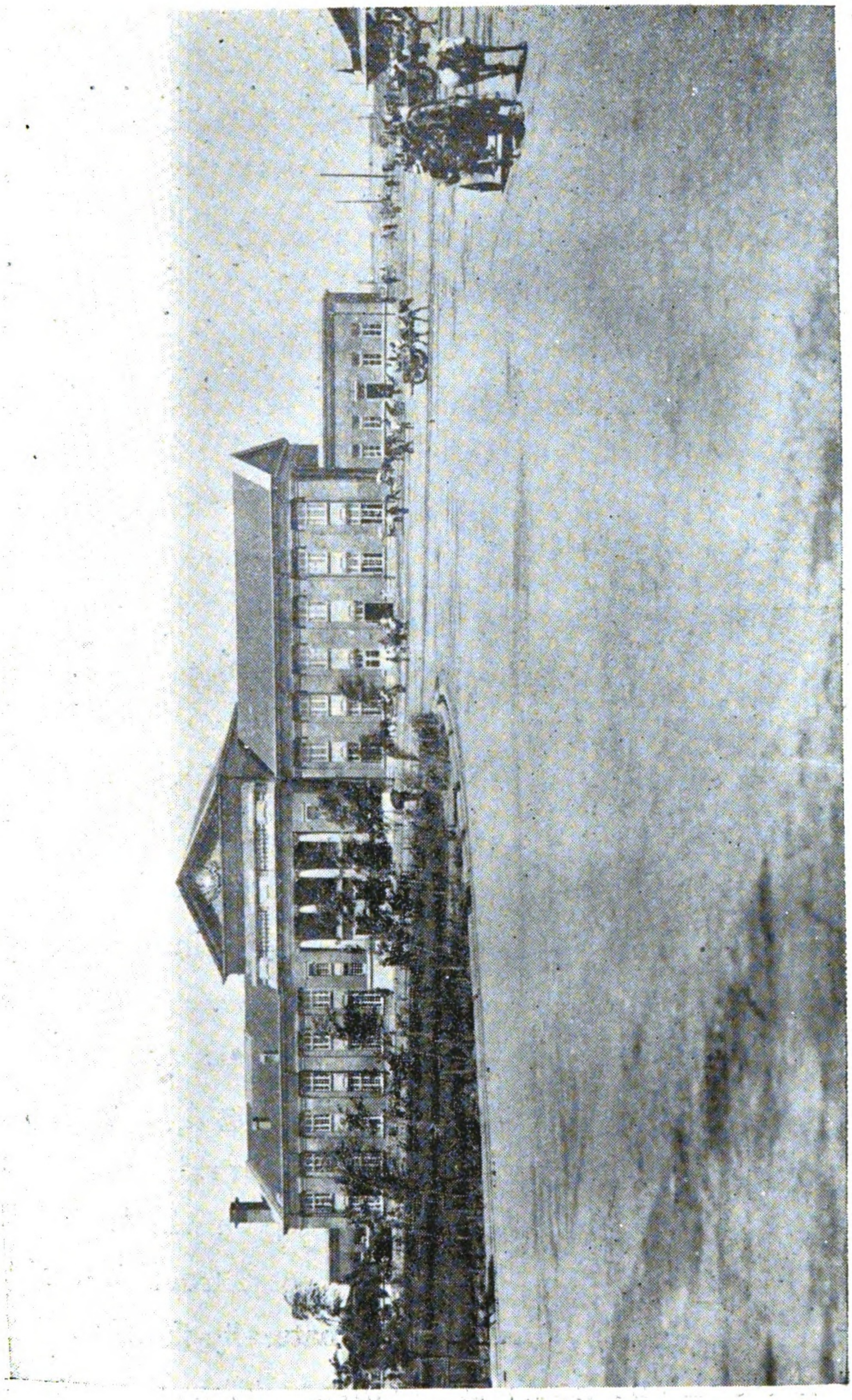

S. M. Railway Station Changchun.

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with Kirin, the Capital of the fertile province of the same name, and will add further to the prosperity of this important junction. The trains of all three lines start from platforms in the South Manchuria Railway station compound. New commodious station buildings were opened by the Company in 1914, and a buffet for foreign travellers is open from 6 a.m. to 11 p.m. under the charge of the Yamato Hotel. Perhaps no town in Manchuria has benefited so much by the coming of the railway as Changchun. Several years ago it was but a third rate market town; now it is one of the chief centres of trade, and has a population of about 150,000. Surrounded by a most fertile agricultural country, it is a fine sight in the winter season to see thousands of native carts daily converging to the town, loaded with beans and other produce, while train loads of them are despatched practically every day to Dairen for exportation. These caravans go home carrying return-freights in the shape of cotton-cloth and other articles of daily use. Changchun is also noted for its horse fair. The horses are mostly of Mongolian breed, fit for farming and draught purposes, but in the late autumn and early spring superior riding steeds can also be obtained. Situated in the hilly region which separates the basin of the Liao River on the west from that of the Sungari on the east, Changchun is naturally fitted to be the key of North and South Manchuria. Between the station

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Piles of Soya Beans awaiting Trasnportation at Changchun Railway Station Yard.

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and the Chinese walled city the South Manchuria Railway Company has laid out a new town covering over 1,000 acres, with wide macadamized streets, large open spaces, and square blocks all lined with new houses and shops. Visitors find excellent accommodation at the newly built Yamato Hotel, under the South Manchuria Railway Management. The Japanese and Russian Governments have established Consulates here; and the Yokohama Specie Bank, the Russo-Asiatic Bank, the Chungkuo Bank (the Bank of China), and the Bank of Chosen cater to the business needs of its great market.

BRANCH LINES.

DAIREN—PORT ARTHUR

Port Arthur is 38.9 miles from Dairen, but between the two cities there is a good service of seven trains each way per day, and the journey occupies exactly an hour and a half for ordinary trains and only an hour for the once daily express each way. An accelerated service, both in number of trains and speed, will be run as soon as circumstances permit; and, as there is every prospect of Port Arthur being developed as the finest international health resort in the Far East, this will probably not be long delayed. The

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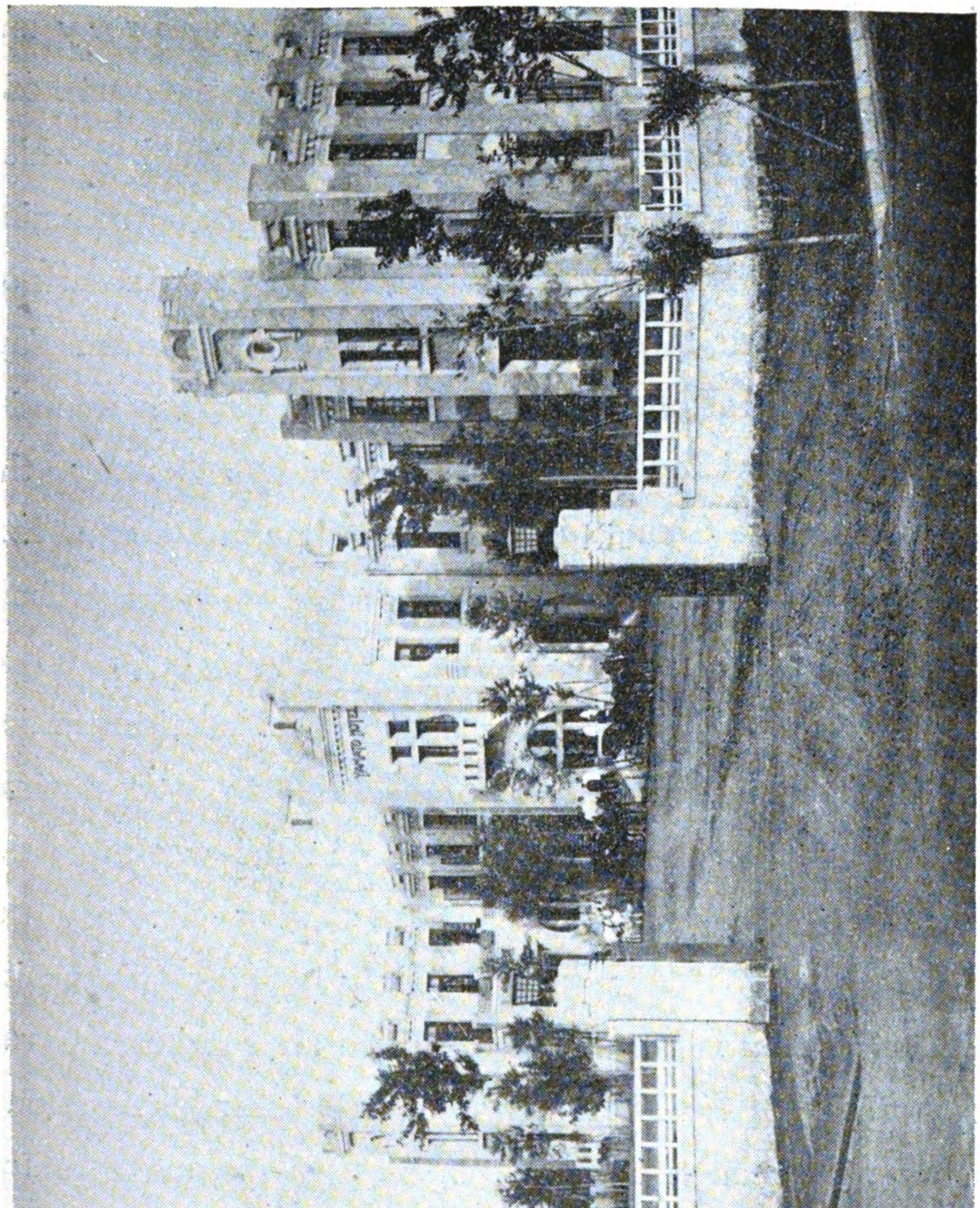

Yamato Hotel, Changchun.

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journey from Dairen to Port Arthur is a very pretty and interesting one, the train running partly along the curve of a beautiful coast and partly along the foot of the hills which are such a feature of this region. Immediately after steaming out of Dairen station, the train runs under the Electric Park on the Fushimidai Heights, with a full view of Dairen Bay, sometimes known as Victoria Bay, through the opposite windows. Then, after skirting the Chinese Quarter, the workshops of the South Manchuria Railway come into view, with a model town adjoining for the employees. About a quarter of an hour after starting, the train pulls up at the first station. This is Choushuitzu, the junction station between the main line and the branch line to Port Arthur. On one side, under the hills, will be seen the works of the Onoda Cement Factory, and on the other side, by the seashore, the brick factory which mainly supplies Dairen with bricks. For some two miles more the train continues to run on the main line before branching off for Port Arthur. Along this two-mile section is a very interesting memento of the late War. About a mile from Choushuitzu, on the left-hand side of the line, close to the rails, will be seen a red-brick cottage. This was the headquarters of General Count Nogi during the first three months of the war. In front of the house are fragments of a flat mill-stone which was used by the famous General as a table when thinking out his strategic

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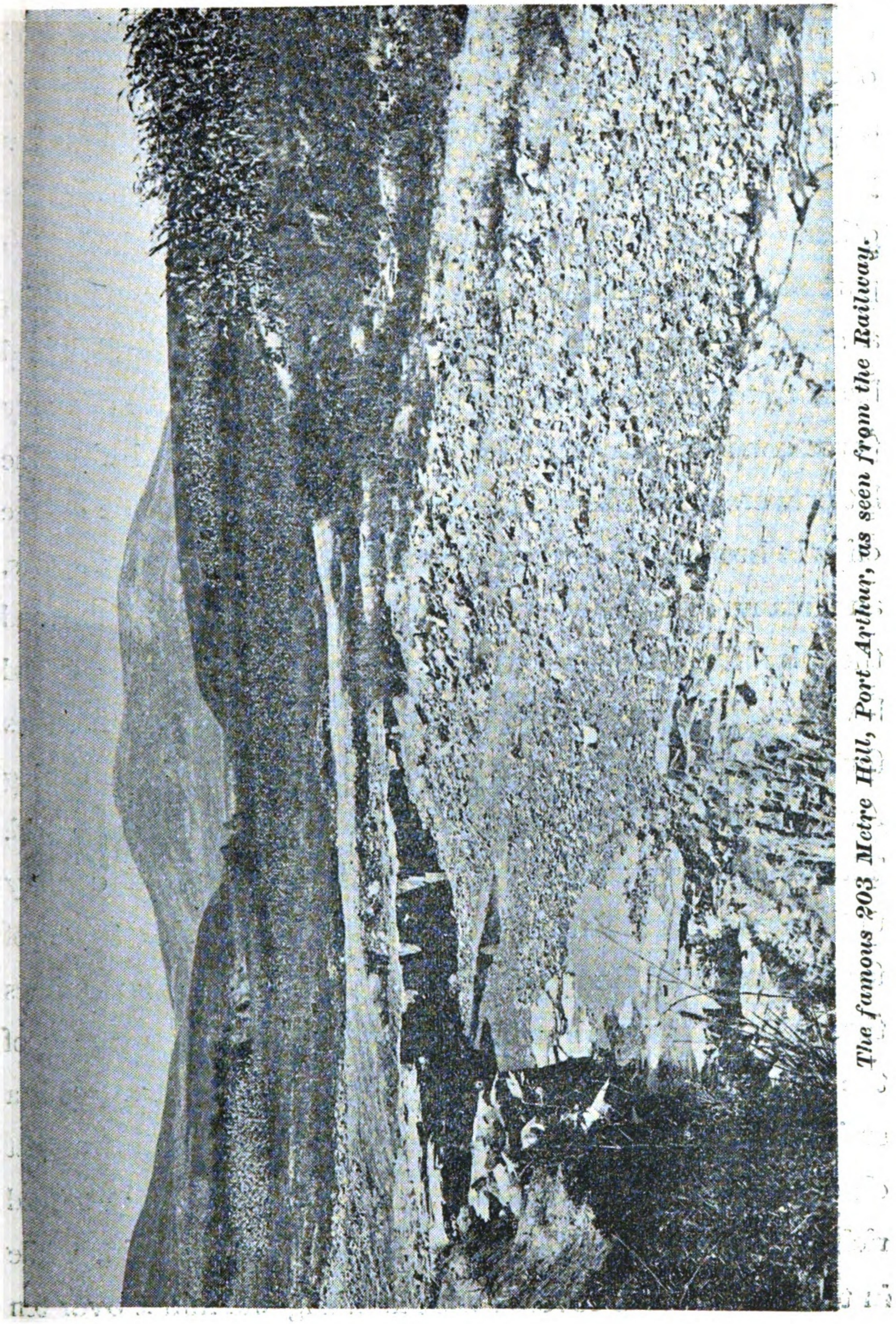

The famous 203 Metre Hill, Port-Arthur, as seen from the Railway.

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plans. On reaching the second station, Hsiachiahotzu, one of the most interesting parts of the journey begins. For about a mile the line runs on a narrow stretch of land, only a few yards in width, with cliffs on one hand and the sea on the other. In fact, on several occasions the sea has washed away part of the line, and, as it is as near the cliffs as it can be laid, a sea-wall has had to be built for protection. The cliffs lead back to towering hills behind, which were the scene of many fierce conflicts between the Japanese and Russians before the latter were driven back into Port Arthur. The facade of the cliffs is broken by numerous washouts or miniature canyons, and many of these were widened, first by the Russians and then by the Japanese, to form places of concealment and bivouac. The Japanese troops practically lived in these recesses for a long time. The sunsets on the sea at this spot during Autumn are among the most glorious and majestic in the world. The line now runs through picturesque diversified country until nearing Port Arthur, sometimes through wide tracts of fertile level land bounded on each side by hills, sometimes through cuttings, and sometimes under the very shadow of the hills, with ever and anon a glimpse of the sea. It is a smiling land finely cultivated, and consequently the aspect changes as the seasons change. In Spring the newly-turned rich red loam looks sodden with the blood of the slain, while in the Autumn it is covered with kaoliang and millet over ten

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and twelve feet in height. The halfway point in the trip from Dairen to Por Arthur is marked by the station Yingchengtzu, from which Yingchengtzu Bay is visible on the right. From this inlet the Japanese Fleet shelled the outer line of the fortifications of Port Arthur, directing their fire by means of a chain of signal stations on the summits of the intervening hills. This district is now a happy hunting ground for sportsmen, especially in the seasons when the larger birds migrate north or south. But the chief features of the trip lie in the last quarter of an hour, which period begins when we leave the last station before Port Arthur, viz., Lungtou. At this point in the journey the traveller reaches the base of the Japanese operations in the Siege. The hills on both sides are furrowed with the trenches dug by the gallant men under General Nogi. A few minutes before reaching Port Arthur, the village of Shuishihying, where Generals Nogi and Stoessel met to sign the capitulation of the fortress town, can be seen on the right. The house where the historic meeting took place is now used as a Chinese School. Closer to the railway is a small green knoll which is the source of the water supply to Port Arthur. Here was a Russian redoubt, around which was very fierce fighting in the early stages of the Siege. On the left hand, towering above and behind the nearer hills, is the summit of Bodai, or Eagle's Nest, the highest point in the eastern line of defence, which

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was only captured a few minutes before General Stoessel's message of capitulation was received. Two huge guns still remain on its top as left by the Russians. On the same side, the forts of Erlungshan (Double Dragon Hill), the largest Russian fort, overlooking the Water Redoubt, and Sungshushan (Pine Tree Hill), the scene of the "forlorn hope" attack under the then Major-General Nakamura, come into sight. The gallant leader of that famous charge, now Lieut.-General Baron S. Nakamura, was chosen to return to Port Arthur in 1914 as His Excellency the Governor-General of the Kwantung Leased Territory. Turning again to the right, in the distance is seen a saddleback shaped hill, each of its two summits crowned with a monument. This is the famous 203 Metre Hill, the highest point for miles around, and the key to the strategic position of Port Arthur, the taking of which by the Japanese virtually meant the fall of Port Arthur. How terrific was the fighting for the hill, which, curiously enough, the Russians neglected to fortify until the Siege began, can be imagined from the fact that more than 10,000 men of both armies fell before it was captured. Almost straight ahead, on the right hand side, will now be seen a group of three forts, called Itzushan, Antzushan, and Great Antzushan. Very little fighting took place at these forts, and no real attempt was made to capture them. At the foot of Antzu-shan is the memorial erected by the Japanese to the Russian

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dead. The 14,631 Russian soldiers killed during the Siege lie buried there. When the train comes directly between Sungshushan Fort on the left and Antzushan Fort on the right, one will notice a little streamlet meandering its way through a wide, stony course, which generally looks barren and dry and uninviting. This is the Lung-ho, or Dragon river, which empties itself into the landlocked harbour of Port Arthur close to the railway station. Not always is this streamlet so insignificant as it generally appears. In the rainy season, generally in July, it becomes swollen into a noble river, much like the dry watercourses in South Africa changing into majestic streams in the course of a few days. From this point onward to the sea it may then be seen stretching lakelike, hundreds of yards in breadth, a tremendous volume of water, covering the whole of the level land that extends from the railway to the rising land away to the right, covering the broken bank in the middle of this plainlike area, and often also filling the channel to the left of the railway, so that the train apprears to be travelling over a road raised from the bed of a gigantic river. On the left-hand side, the grand memorial tower dedicated to the Japanese dead now commands attention. It is situated on the summit of what is known as Monument Hill, and embraces a fine panoramic view on all sides. It was the site of a great Russian searchlight during the Siege. Adjoining is a Charnel Shrine, under which are

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interred the cremated remains of the 22,183 Japanese soldiers who gave up their lives around the fortress town. On the opposite side of the line will be seen where the Russians before the War filled up a hollow between two hills to form part of the foundations for a grand cathedral. It is said that over a million roubles were spent in laying the foundations alone. Just as the train pulls into Port Arthur station, alongside the Lung-ho, or Dragon River, the famous land-locked harbour comes into view, and the trip to Port Arthur is finished and the real interest of the visit begins.

HSIACHIAHOTZU—(15 miles).

The Sportsmen's Paradise. Facing the Gulf of Pechili, Hsiachiahotzu has a fine beach and is a favourite rendezvous for shooting and fishing.

PORT ARTHUR—(38.9 miles).

Its Romantic History.

Port Arthur, as it is known to Europeans and Americans, is called Ryojun by the Japanese and Lushun by the Chinese. It has the world-wide fame of being twice in a decade the scene of the firecest siege operations that

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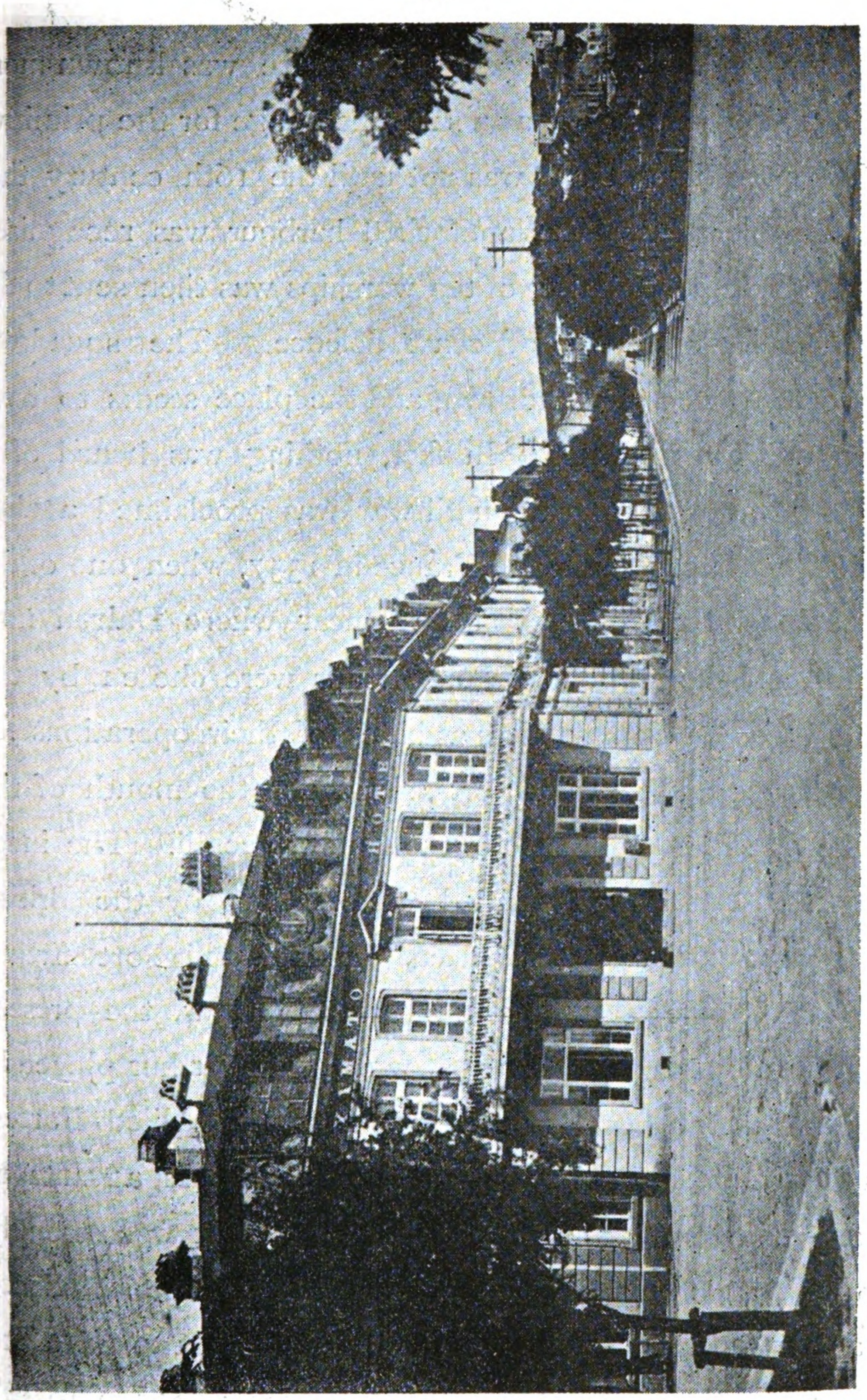

Yamato Hotel, Port Arthur.

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history has ever chronicled. The place was known more than 1,000 years ago as a safe anchorage for the primitive ships of the times, but it was not until the 16th century that the possible value of the landlocked harbour was recognized by the Chinese. A fleet of ten warships was then sent to the harbour for purposes of coast defence. The squadron, however, was soon withdrawn, and the place seems to have been quickly forgotten. In fact, nothing was heard of it again for about 300 years, until war was proclaimed against China by Great Britain and France in 1357, when one of the three inner bays of Dairen Bay (near where Dairen now stands) and the harbour of Port Arthur were chosen by the Anglo-French Commanders as bases of their operations for their attack on the Taku Forts, situated at the mouth of the Peiho on the opposite side of the Gulf of Pechili. The inner bay in Dairen Bay was named Victoria Bay by the British Commander in honour of Queen Victoria, and Port Arthur was also christened in honour of Prince Arthur, the present Duke of Connaught. The part which Port Arthur played in this war (which resulted in victory for the Allied Forces) roused the great Li Hung Chang to its wonderful advantages as a natural stronghold, and upon his advice it was strongly fortified by the Chinese Government, under the superintendence of a former Captain of the German Army, and also made into a naval station. This attracted so much attention to the

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Japanese War Memorial Tower, Port Arthur.

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place that it quickly rose to be a town of 20,000 inhabitants, not reckoning the military and naval forces, which numbered about 20,000. So matters remained for about a quarter of a century, until the Sino-Japanese War broke out in 1894, when, after a terrific and bloody struggle, Port Arthur was taken in one day by the Japanese. Eventually, the whole of the Liaotung Peninsula (including Port Arthur) was ceded by China to Japan at the Treaty of Shimonoseki, but was subsequently retroceded to China. In March, 1898, Russia obtained a lease of the Liaotung Peninsula from China, and immediately set about making Port Arthur an impregnable fortress. Millions of roubles were spent in building forts, constructing a naval dock, and laying out a new town, and Port Arthur grew into a fine city of 100,000 inhabitants, including the garrison, marines, and about 3,000 European and American merchants. Then, in 1904, war broke out between Japan and Russia, and on February 5th the Japanese Fleet commenced the bombardment of Port Arthur, and eventually, on January 1st, 1905, the place again fell into Japanese hands.

Once Deemed Impregnable.

To go over all the history connected with this fortress town would be entirely out of the province of this brief guide. Suffice it to say that no pen could picture to the

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Interior of the Caponiere at North Fort, Port Arthur, where the gallant Gen. Kondrachenko fell.

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mind's eye the scenes of the sublime tragedy more vividly and more eloquently than those that can be conjured up to the tourist's vision on the spot. Most of the forts and trenches are preserved quite as they were left at the close of the War. Competent guides can be obtained by arrangement with the Yamato Hotel, where also local history books, guide-books, photographs, etc., can be purchased. Port Arthur is still the seat of the Government of Kwantung, but its former glory has departed, for the Japanese have made Dairen the commercial port instead of Port Arthur. No foreign merchants have come there since the war, and trade is very dull. Only small ships make it a port of call, and the chief business is the export of Fushun Coal. The town has a population of about 14,000. Here reside the Governor and Director-General of Kwantung, the General Officer in command of the Japanese Troops in Manchuria, and the Vice-Admiral in command of the Ryojun Naval Depot. The port was opened to ships of all nations in 1910. The Kwantung Government has established a Middle School for Boys, a High School for Girls, and an Engineering College for the study of Metallurgy and Mining, and Civil, Mechanical, and Electrical Enginering. There is a very fine public garden, and everything is being done to make the place attractive. But as a fortified place Japan is not making so much use of Port Arthur as her predecessors, and of late some of the

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prohibited forts and part of the Fortified Zone at Port Arthur and Dairen have been thrown open to the public, while in 1914 it was reduced from being a Naval Station and is now only a Naval Depot.

Health and Holiday Resort.

There is no doubt that sooner or later Port Arthur will be recognized as the finest health and holiday resort in the Far East outside Japan. Situated in the southernmost corner of Liaotung Peninsula, and screened by tiers of hills, it is free from extremes of temperature in both summer and winter. Its natural advantages are many, combining mountains, sea, and plain. Good bathing and boating, capital shooting and fishing, walks and drives around the battle-scenes sufficient to fill with interest a whole month, and trips to the beautiful little bays along the shore offer irresistible inducements to holiday-makers; while the mild and invigorating air, the breezes from the hills and the sea, afford the convalescent the very finest chance of recuperating health. Of the grandeur of the scenery, the beauty of the dawn, and the glory of the setting sun, reflected in the intense blue of the sky and sea, each day, each hour brings such changes as will charm the most unobservant visitors. Port Arthur is divided into two parts, known as the Old Town and the New Town, by the Railway and Monument Hill. The memorial tower, which is 218 feet

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in height, and cost ¥230,000 to erect was, by a happy inspiration, built of the stone which filled the ships that were heroically sunk by the Japanese in the narrow entrance to the harbour to bottle up the Russian Fleet inside. The Old Town is the business part, and is inhabited mainly by Chinese, whereas the New Town was laid out by the Russians for residential purposes and contains many fine buildings including the Yamato Hotel. Both parts are singularly free from infectious diseases, and it is significant that there was not one single case of plague at Port Arthur during the whole of the terrible visitation of 1910–1911 in Manchuria. Buried relics of the prehistoric age have recently been unearthed near the town, and have aroused much interest in scientific circles.

Places to Visit.

The following are the most interesting features of Port Arthur :—

THE FAMOUS 203 METRE HILL, the key to the position in the late siege.

CHIKUANSHAN FORT, which the Russians blew up themselves rather than let it fall into the Japanese hands.

NORTH FORT, where General Kondrachenko, the bravest of Russian Commanders, was killed.

ERLUNGSHAN FORT, the largest of the permanent forts.

THE WAR MUSEUM, where many interesting mementoes of the great conflict are preserved, and models of various

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forts, both before and after the siege, are exhibited.

THE JAPANESE AND RUSSIAN WAR MEMORIAL TOWERS, from the former of which a bird's eye view of Port Arthur is obtained.

SHUISHIHYING, the village where General Nogis and Stoessel signed the capitulation of the fortress in a house now used as a Chinese school.

PIGEON BAY AND LOUISA BAY, picturesque coves, wherefrom the Japanese fleet often shelled the town and harbour, now ideal places for picnics.

KORAKUYEN GARDEN, where a Military Band plays during the summer months.

THE OLD TOWN AND THE NEW TOWN, separated by Monument Hill.

TASHIHCHIAO—YINGKOU.

The Liao River, on which Yingkou depended for the maintenance of its prosperity, is declining gradually in its navigable facilities. The river marts on the upper reaches, such as Mafengkou, etc., have opened their eyes to the fact that the railway is a more profitable channel of trade than the Liao in their dealings with Yingkou. There are a few other

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causes which are slowly taking the old glory off the port of Yingkou, and this has become evident in the falling off of the trade.

YINGKOU (NEWCHWANG)—(164 miles.)

The Second Port of Manchuria.

From Tashihchiao, 150 miles from Dairen, a branch line, 13½ miles long, runs to Yingkou, as the town is locally called, Newchwang being the name by which it is known to foreigners. Situated on the left bank of the mouth of the River Liao, the great commercial water route of Manchuria, Newchwang long enjoyed the unique position of being the only seaport for the vast Manchurian regions. The Customs returns for 1911 showed an aggregate of Taels 58,213,740 an increase of Taels, 4,955,964 over 1910, but fell to Taels 50,728,336 for 1912 and to Taels 50,217,793 for 1913. For the last six years the port has been struggling to hold its own, and the Customs figures for 1919 were Taels 54,352,572. The most important local industry is the production of bean cake and bean oil, for which there are over 20 mills. Yingkou has a population of about 75,000, including some 200 foreigners. Consulates—British,

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Dutch, Japanese, Norwegian, Russian, Swedish, and United States. Banks—The Russo-Asiatic, the Yokohama Spacie, the Chungkuo Bank (the Bank of China), and the Chenglung. Hotels—The Astor House and the Seirinkan.

The Two Newchwangs.

There is an interesting historical fact about the opening of Newchwang as a Treaty Port, which is little known and likely to fall into oblivion. The port of Newchwang referred to in the treaty was not the present port at all, but what is now known as the Old Port of Newchwang situated about 14 miles up the river. When the foreigners came to establish trade in accordance with the terms of the treaty, however, they settled upon the present site, and got over the protest of the Chinese Government by simply giving the place the name of Newchwang.

Far-Reaching Developments.

The South Manchuria Railway Company's branch line has been extended to the outskirts of the new Japanese town of Yingkou. Goods sidings have also been laid to the river bank, and a S.M.R. wharf and godown has been opened. The fleets of river and sea-going junks, which come and go by thousands a day when the river is open, are a sight worth seeing. A great scheme for the improvement

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of the navigable facilities of the river was commenced under the direction of the late Mr. W. R. Hughes, an experienced English Engineer, but the work had for some time been in abeyance, until lately it has been restarted by the Chinese authorities with the support of the Consular Body.

SUCHIATUN—FUSHUN CHIENCHINCHAI—(269 miles.)

Flourishing New Colliery Town.

Deviating from the main line at Suchiatun Junction, runs a branch line for Fushun, 34 miles in length and almost parallel to the River Hun. The terminal station is Fushun, formerly known as Chienchinchai, which is the station for the famous Fushun Colliery. As the result of the mining operations, the new and important Japanese colliery town of Fushun has sprung into being with lightning-like rapidity. Already there are electricity, gas, and water works on an extensive scale, a primary school, with an attendance of about 400 children, a fine hospital, and a club, all promoted by the Railway Company and under its management and jurisdiction. It is said that in the neighbourhood is found clay which is highly

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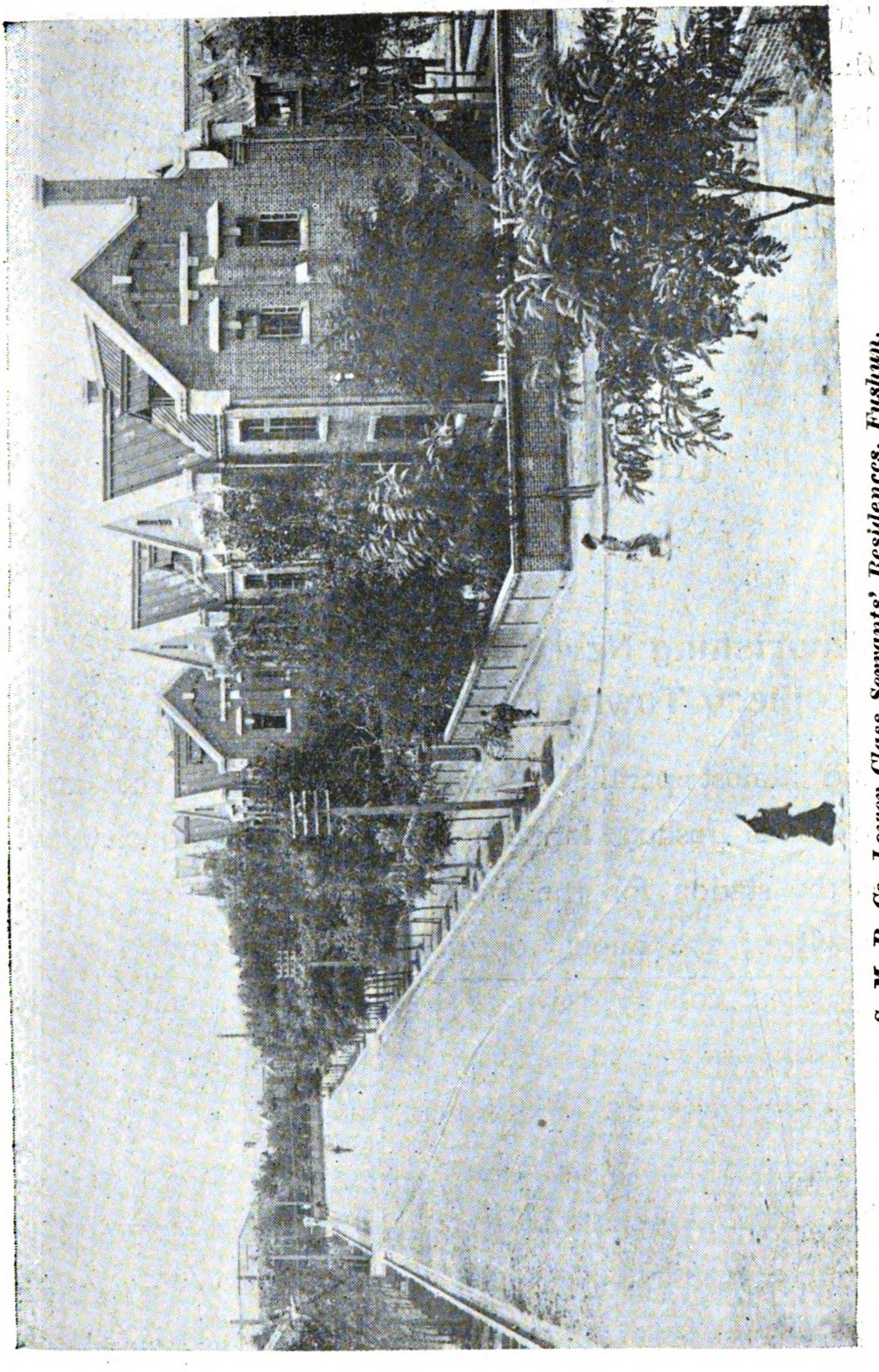

S. M. R. Co, Lower Class Servants' Residences, Fushun.

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suitable for pottery-making, and there is evidence that this industry flourished here centuries ago when the Korean Empire extended to this region. Across the River Hun, and a quarter of mile north of Fushun station, is the old Chinese walled town of Fushun, which was built in 1669.

Fushun Colliery. The coal field covers a distance of ten miles from west to east, taking a parallel direction with the River. The width of the workable deposits measures at least a mile, and the thickness of the seam, which dips in towards the north at the average gradient of about 30°, ranges between 120 and 175 feet. The quality of the coal is uniform, and it is good for all purposes. Moreover, Fushun coal has won the reputation of being the best steaming and gas coal in the Far East. The most conservative estimate of coal in the belt is placed at eight hundred million (800,000,000) tons. Two new pits, Oyama and Togo, have been completed, with the most up-to-date equipment that science has devised. The present daily output is about 8,300 tons, and already large quantities of the coal are exported from Dairen, Port Arthur, and Yingkou. From the three ports mentioned during the fiscal year ended March 31st, 1920, the export of Fushun and Yentai Coal amounted to 770,709 tons. Owing to the rapid development of Manchuria during the last few years, however,

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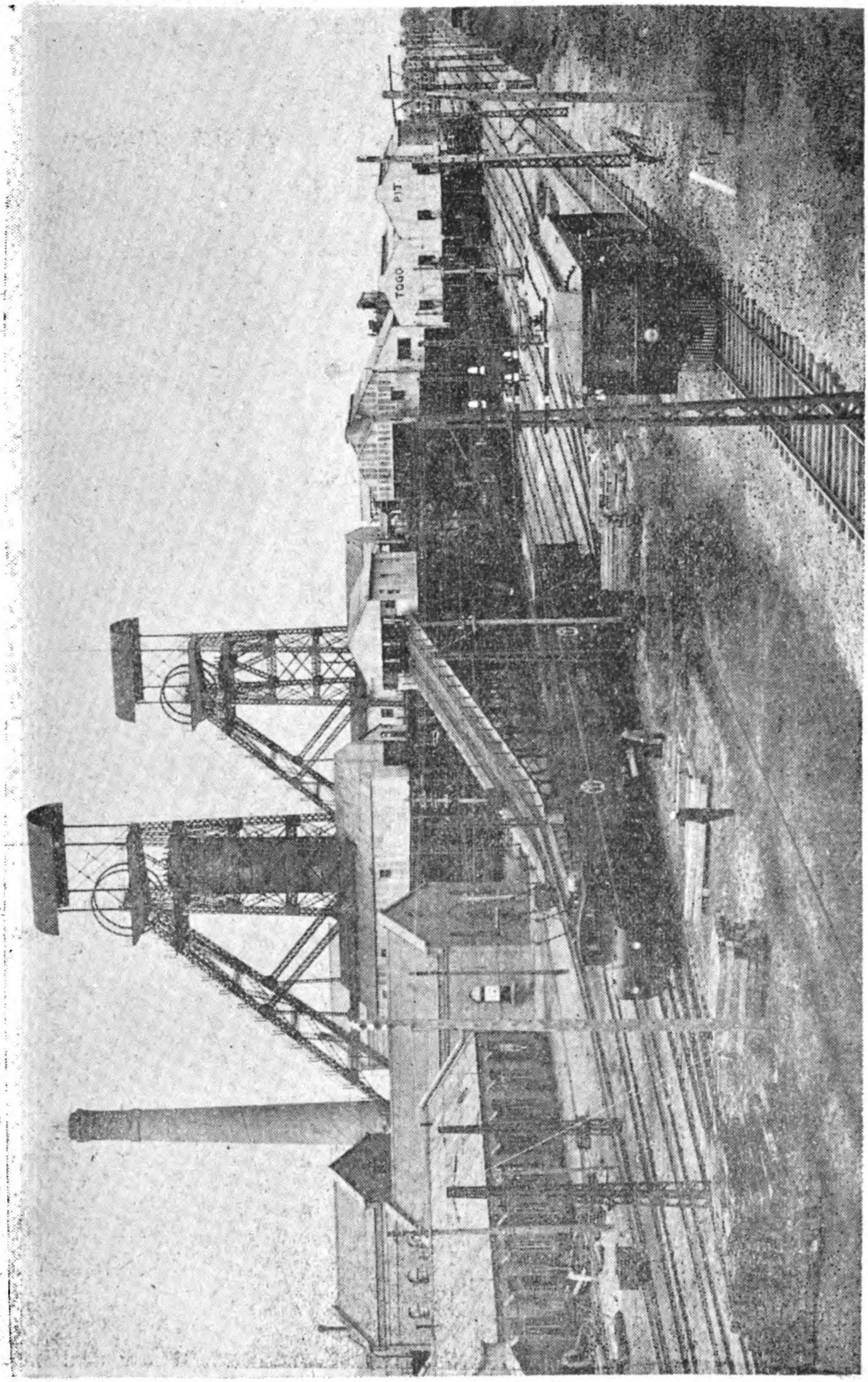

Togo Pit, Fushun Collieries.

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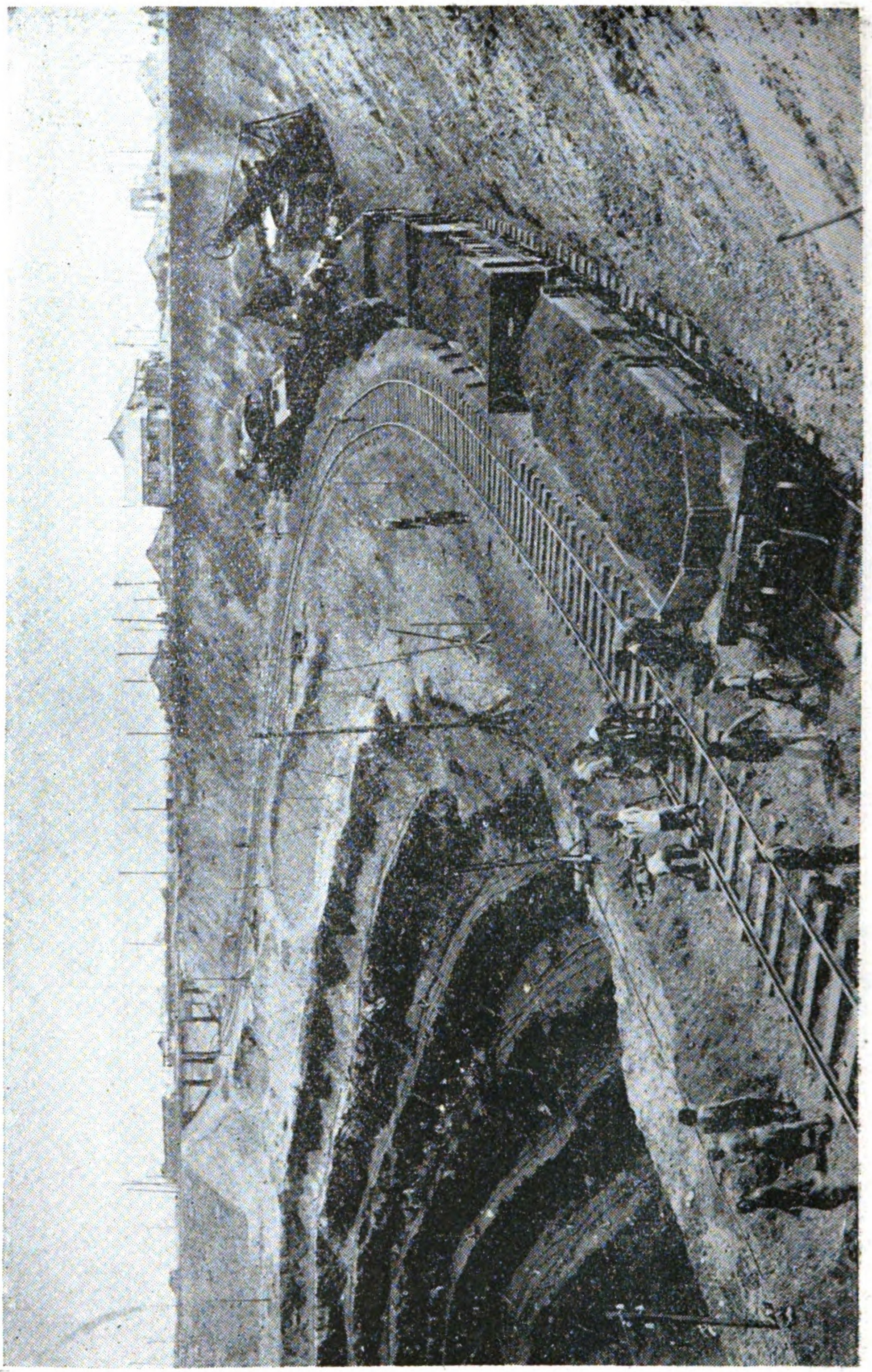

Open Cast, Fushem.

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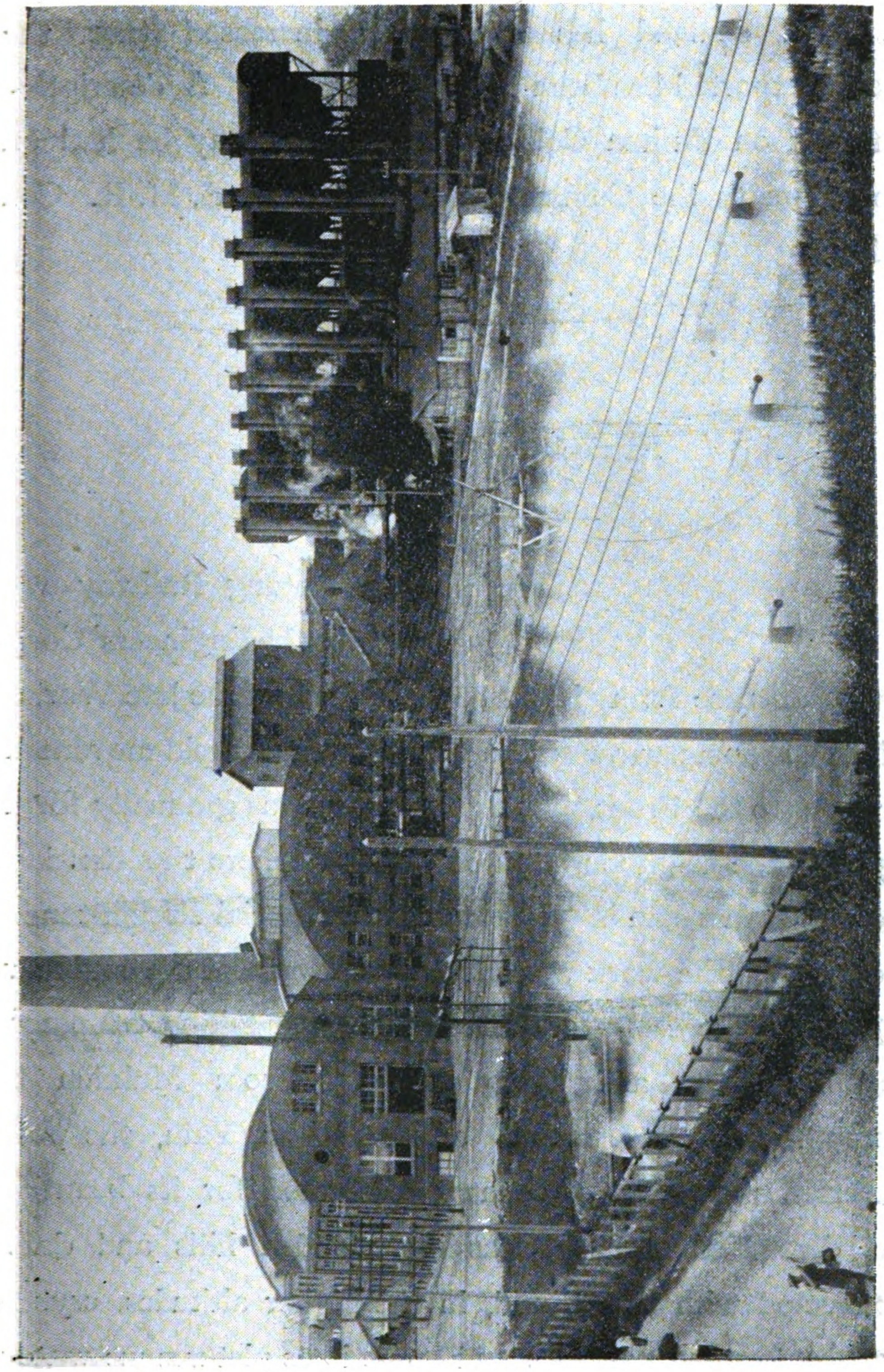

Mond Gas Plant, Fushun Collieries.

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the local demand has so greatly increased that the amount exported has been greatly curtailed. A descriptive pamphlet on Fushun Colliery and its Coal may be had on application to the Commercial Department, S. M. R. Co., Dairen.

MUKDEN—ANTUNG.

Interesting Origin. The Mukden-Antung Railway was originally laid by the Engineers' Corps of the Japanese Army in 1904, in the thick of the late War, as a light line on a narrow gauge, to facilitate the rapid movement of troops to the Front, which at that time was gradually forming up in the neighbourhood of Mukden, where the Russians made their last stand. Considering the special circumstances under which the work was constructed, some of the engineering feats were truly marvellous, the line taking at places steep gradients and sharp curves. From Mukdun to Antung, near the mouth of the River Yalu, the rails traversed 189 miles of country celebrated for its beautiful and diversified scenery, passing wooded hills and dales intersected with rivers, and, in the higher altitudes, crystal streams, forming cascades and sometimes picturesque water-

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falls, while in the valleys the farmsteads and homes of the peasantry were grouped along the line.

New Highway to Japan.

The reconstruction and conversion of this line to the standard gauge was completed in October, 1911, and the new highway between Europe and Japan was opened on November 1st, 1911. Stupendous as were some of the engineering feats accomplished in laying the original line, they are dwarfed by the brilliant achievements included in the reconstruction, marking the Japanese engineers as among the foremost in the world, and justly entitling them to the high place they occupy in the technical journals and works describing the world's greatest engineering feats. With the opening of the new line to Through Express Traffic from Changchun direct to Fusan at the southern extremity of Chosen (Korea), the overland route between London and Japan was considerably shortened, and nearly two days saved in the overland journey (Tokyo to London, via Fusan and Mukden, in thirteen and a half days) between Manchuria and Japan. This is also the best and quickest route between Tokyo and Peking, and tourists to Japan should not neglect to extend their tour through Korea, Manchuria, and North China to the Chinese Capital as each of the four countries named have distinctive peoples, features, customs, dress, and

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other characteristics which mark the trip as one of the most interesting in the world. Moreover, return tickets and circular tours are in operation at greatly reduced rates.

The Reconstruction.

The work of reconstruction was commenced in August, 1909, and cost 17,561,000 yen (over 1¾ million pounds). Over 20,000 men were employed on the work at the same time. The main line from Mukden to Antung is 170 miles in length, in addition to which there are 35 miles of sidings. For about 135 miles the line runs through mountainous districts, which taxed the engineering skill of the Company to the utmost. As many as 205 bridges had to be erected, of an aggregate length of 22,754 feet, the longest being that over the River Taitze of 1,786 feet. To avoid the steep gradients of the original line, 24 tunnels were bored, of an aggregate length of 26,579 feet, the four main tunnels being Fuchinling, 4,884 ft. (between Chiaotou and Fuchin), Chikuanshan, 3,254 ft., Heikengling, 1,505 ft. (between Chikuanshan and Chiumuchuang), and Fenshuiling, 1,914 ft. (between Tsaohokou and Chichiapu). There are also 213 culverts, aggregating 3,608 ft. The stations on the new line at present number 28, and sites have been fixed for five additional stations.

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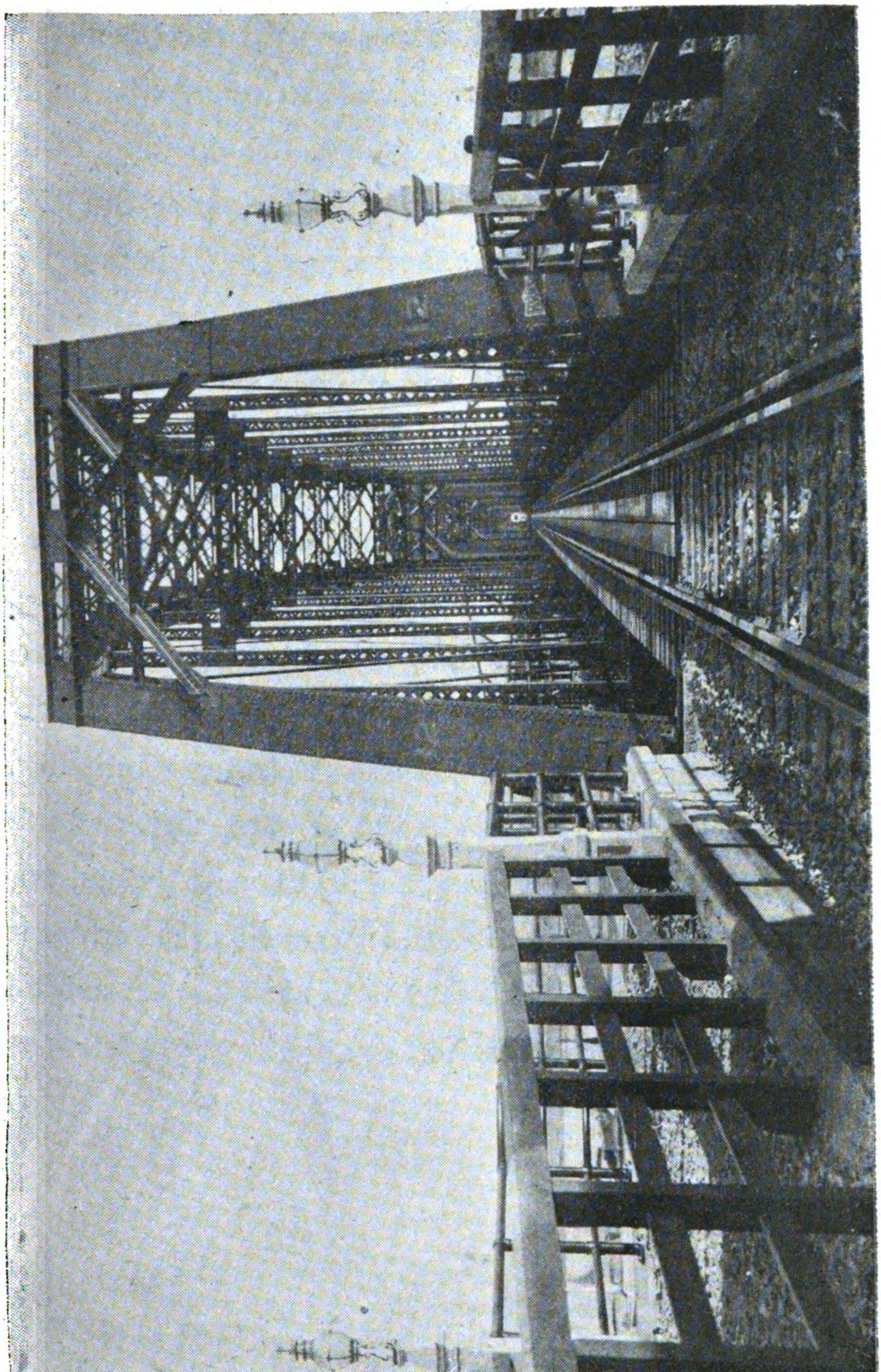

Yalu Railway Bridge, 3,093 feet long, Connecting Manchuria and Chosen (Korea) Over the River Yalu.

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The Yalu Bridge and Through Traffic.

Simultaneously with the opening of the new Mukden-Antung line on the standard gauge, the opening of the new Railway Bridge across the River Yalu was celebrated on November 1, 1911. This bridge is the most gigantic work of its kind in the Far East, and is an important connecting link of the railway services between Manchuria and Chosen (Korea), thus completing a Trans-Continental route between Europe and Asia, which was fast bringing the West and the East into closer touch before the outbreak of the great World War. The work of building the bridge, which is 3,097 feet long, was commenced in August, 1909. Through traffic became a boon to travellers, the South Manchuria Railway Company's trains running direct, without change of cars, thrice weekly between Changchun and Fusan in less than 36 hours, and connecting at Changchun with the Trans-Siberian trains to and from Harbin, until the late World War caused the suspension of the Express service.

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FROM MUKDEN TO PENCHIHU.

The Plain of Mukden.

Leaving Mukden, the train travels on the main line of the South Manchuria Railway for about five miles until it reaches the little station of Hunho, where it crosses the Hun River. Here the new Mukden-Antung Line turns off, and three miles further on, at Yushutai, crosses the branch line from Suchiatun to the famous Fushun Colliery. For the whole of the eight miles hereto, the traveller has been passing through the great Plain of Mukden, one of the most level spots on the face of the globe, and at the same time one of the best cultivated. All around, as far as the eye can reach, the great plain stretches. But, on nearing Chenhsiangtun, about 20 miles from Mukden, one sees a range of low rounded hills, with smooth sides, which appear to bound the vast level in a mighty sweep. On the first summit of this range, exactly opposite Chenhsiangtun station, stands a Lama Tower, which has stood there like a sentinel over the sweeping plain for centuries of years. The country is so magnificently cultivated that were it not for the Chinese hamlets passed at intervals and the frequent sight of the ubiquitous natives, together with the absence of roads and

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hedges, one could easily imagine oneself in the South of England, the silver gleam of the streams, the peaceful browsing of the cattle, and the mistletoes hanging from the boughs enhancing this effect. Just before reaching Yaochienhutun, 27 miles from the Chinese Capital, a curious little group of monuments is passed, looking for all the world like a collection of miniature Lama Towers.

A Great Battle Field.

The hills, which have hitherto formed a wide curve, now begin to converge, and for miles the line runs between them through an ever-narrowing plain. It was on this plain, which stretches so far around Mukden, that some of the hardest fighting was seen in the late War, for the battles of both Shaho and Mukden extended beyond this point. The rather monotonous outlook now quickly changes to scenery that is not only pleasing, but picturesque. At Shihchiaotsu, 35 miles from Mukden, only about half-a-mile of flat country lies between the converging hills, which rise abrupt and steep from the plain. Hundreds of low rounded hills lie hereabouts overlapping each other, having the appearance of gigantic bosoms, with their nipples pointing to the sky, the peculiar smooth downward sweep of their rounded sides heightening the bosomlike effect. After leaving Shihchiaotzu the hills

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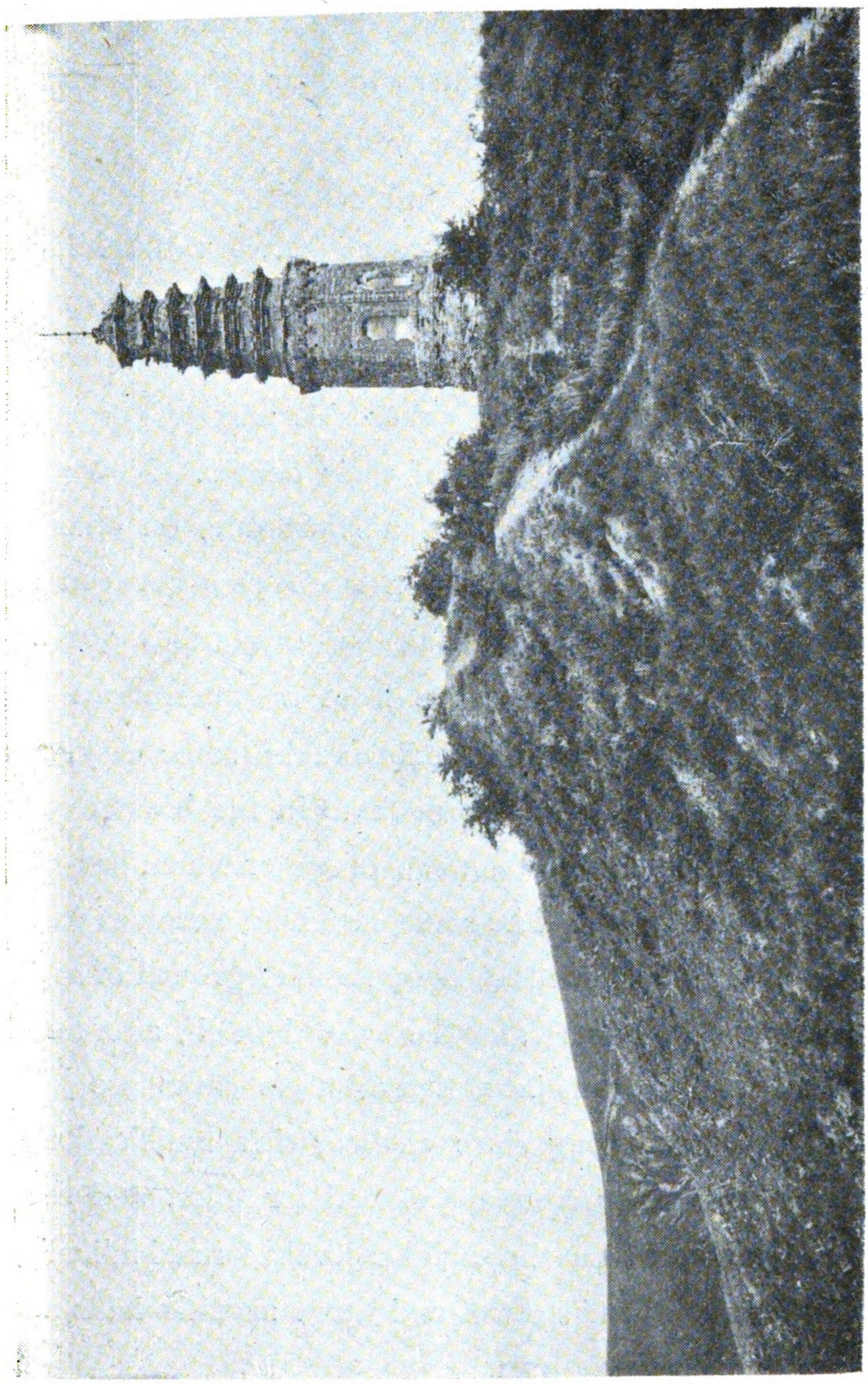

Lamo Tower at Chenlsiangtun (seen from the Mukden-Antung Line).

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are higher and more rugged, and some are densely covered with trees and scrub oaks right up to their very summits.

The "Cheddar" of Manchuria.

The distance between the hills on each side now narrows so quickly that we are soon passing through a defile, and at right angles on either side narrow gorges run away till lost in the darkness of their depths. Now comes the first tunnel on the new line, a short one, on emerging from which the line runs down a steep pass between high limestone cliffs to the beautiful, but mysterious gorge of Penchihu, which takes its name from a subterranean lake. In fact, the limestone hills are full of caves, some easy, some difficult of access, and from somewhere in the bowels of the earth there issues a crystal stream of water which has never been known to cease. The more Penchihu becomes known the more will it become the happy hunting-ground of speleologists, or cave-explorers, for the writer himself, after an exploration, is firmly convinced that all these caves are joined by water passages long since choked, that ramifications of these subterranean waterways extend for miles, and that a way can be found from these higher levels, formed milleniums ago, to reservoirs and streams and vast stalactitic halls never yet seen by the eye of man.

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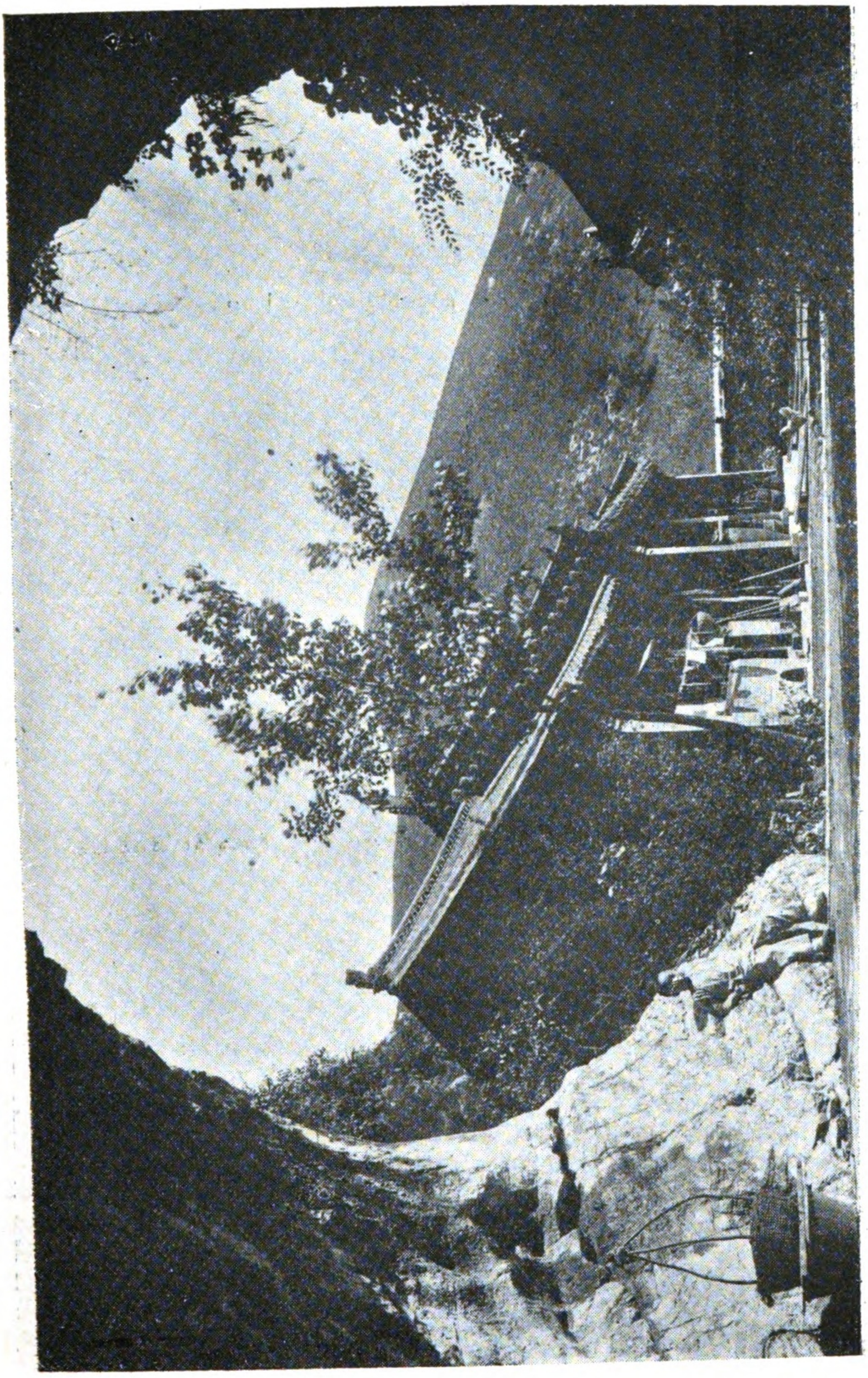

Looking of out the Mouth of Dragon Cave, Penchihu, on the Mukden-Antung Line.
Near here the line runs through a beautiful gorge.

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PENCHIHU—(47 miles).*

Coal and Iron Mines.

This quiet town, nestling cosily on the River Taitze, has a population of over 1,798. Coal and iron mines are worked by the Penchihu Coal and Iron Mining Company, with a capital of 4,000,000 yen (approximately £400,000). Crude pottery is also extensively manufactured here, the industry having progressed without interruption since the Korean empire included this part of the country. Nine miles from Penchihu is the Niuhsintai Colliery, and between Penchihu and Niuhsintai a light railway, opened in February, 1914, is operated by the South Manchuria Railway Company. The future of Penchihu is therefore exceedingly promising.

CHIAOTOU (56.8 miles) — LIENSHANKUAN (77.9 miles).

Motienling Pass.

Between these two stations the scenery is most picturesque. The noted Motienling Pass, which was the prize twice contested in vain

* The figures in brackets denote the distance from Mukden.

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by the Russians at a frightful cost in the late War, rises 10 miles west of Lienshankuan.

Angler's Hill.

Angler's Hill, the prettiest and quietest retreat on the line, is situated within 2 miles of Chiaotou station.

TSAOHOKOU—(85.3 miles).

A Mushroom Town.

Before the Russo-Japanese War, Tsaohokou was a small village situated at the cross roads between Tsaimachi (well known to the War correspondents) and Fenghuangcheng, but with the laying of the military light railway by the Japanese Army to facilitate its operations in the War the village grew into a tolerably good-sized town. After the War, when the railway was retained for commercial purposes, Tsaohokou became one of the principal stations on the line owing to both up and down trains then stopping all night there and passengers having therefore to be accommodated in the town. Since the line was reconstructed to standard gauge, however, the trains make only a short stop at Tsaohokou, and the mushroom

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town has gradually relapsed to its old insignificance. In the neighbourhood is some beautiful scenery, including the Kan-in Fall.

CHIKUANSHAN—(120.4 miles).

Fruits of the Railway.

Prior to the coming of the Railway there was no town of Chikuanshan, which was only the name of a range of hills rising to the south of the present station, "Chikuan" meaning "Cock's comb" and "shan" a hill. In the reconstruction of the line, the boring of Chikuanshan tunnel was the most difficult feat accomplished, owing to the hardness of the granite rock. It is the second longest tunnel on the line, being 3,254 feet in length. Over the west mouth of the tunnel is a motto written by Marquis Saionji, and over the east mouth another written by Marquis Matsukata. During late years a new railway town has sprung up around the station, with a hospital, schools, and army barracks.

FENGHUANGCHENG—(133 miles).

Mount Phoenix.

On the southwest towers Mt. Phoenix, the rugged outline of which reminds one of the comb of the fabled bird known as the

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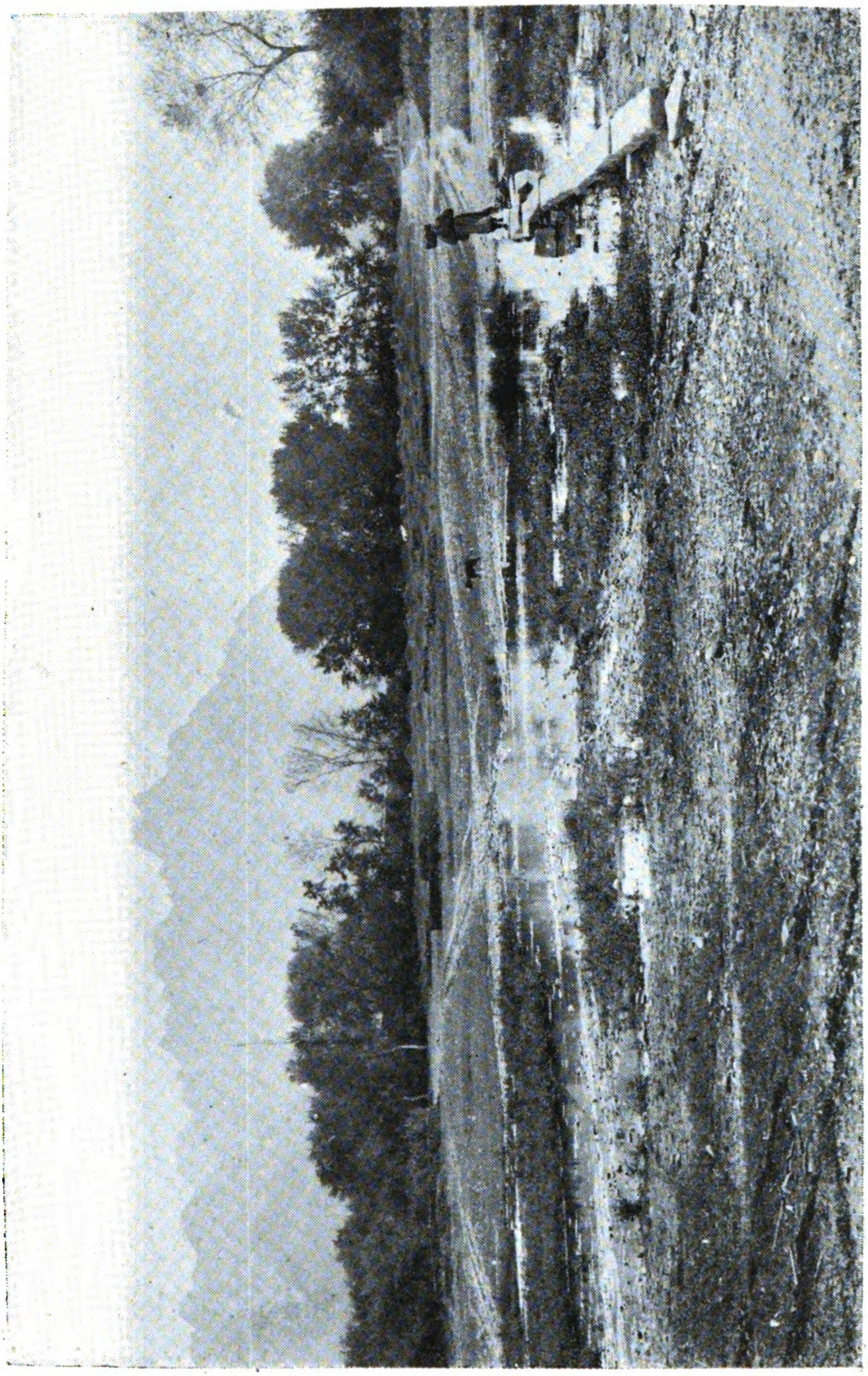

Precipitous Crown of Mt. Phoenix, Near Fenghuangcheng.

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phoenix and called " feng-huang " in Chinese. Its population is over 8,500. Considerable quantities of kaoliang, beans, and bean cake find their way to Antung.

WULUNGPEI—(155.2 miles).

Hot Spring Resort. Wulungpei is noted for its mineral springs, which unlike the other hot springs in South Manchuria date only from recent times, having been discovered by the Japanese during the Russo-Japanese War. A good hotel, with comfortable accommodation for Foreigners, has been built here, and an artificial park has added to its natural beauties. From the ricefields in the vicinity of the town, charming views stretch away to Mount Phoenix on the horizon.

SHAHOCHEN (168.2 miles)—ANTUNG (170.8 miles).

A Town with a Future. Shahochen may be called the Chinese quarter and Antung the Japanese settlement. The one has a population of over 21,000 and the other about 7,077 inhabi-

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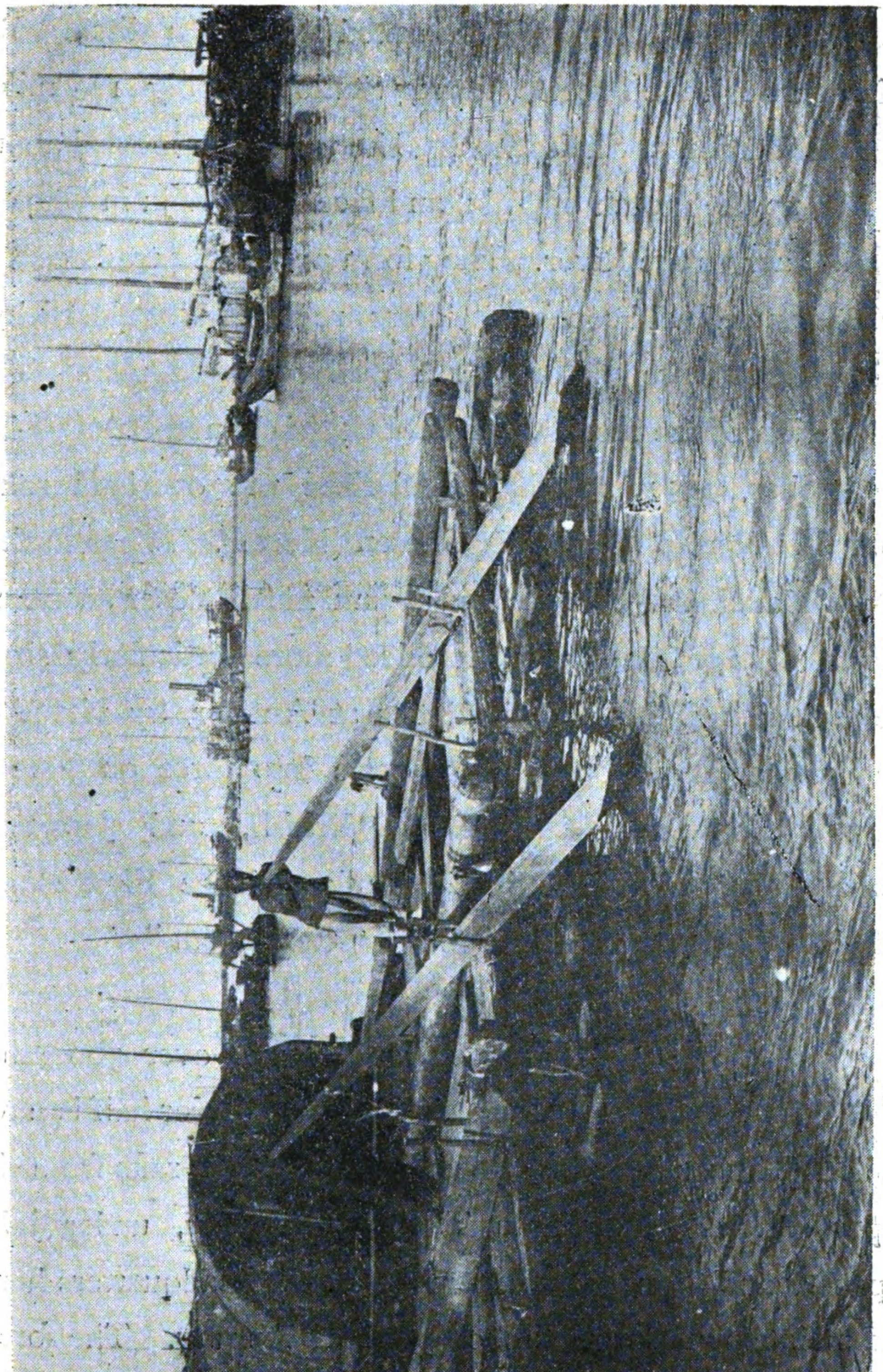

Rafts on the River Yalu.

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tants. The two towns are separated only by a ditch. By going through the streets, Antung Station is only 1½ miles from the station at Shahochen. The towns are located about 7 miles up the mouth of Yalu, and face New Wiju in Chosen (Korea) across the River. They form a growing trade centre for timber and wild cocoons. They are lighted by electricity, and the streets are laid out on a well arranged plan. The completion of the reconstruction of the Mukdnen-Atung Line in October, 1911, rapidly popularized the overland route from London to Japan via Chosen (Korea). It has further drawn Manchuria, Chosen, and Japan much closer economically. This change has been noticed more particularly since the reduction of the Customs duties at Antung, by virtue of the Frontier Trade Convention, came into force on June 2, 1913. Consulates — American, British, and Japanese. Banks—The Yokohama Specie Bank and the First Bank. Hotels—" Kikuya " Hotel and the " Gempokan."

The River Yalu. The River Yalu is over 500 miles long, of which the lower half is navigable. Timber is floated down the stream in rafts from the upper reaches. The Yalu Timber Company, under joint Japanese and Chinese management, has its headquarters here, and maintains a large timber yard at Antung. The forest zone in the hinterland is so extensive and so densely wooded

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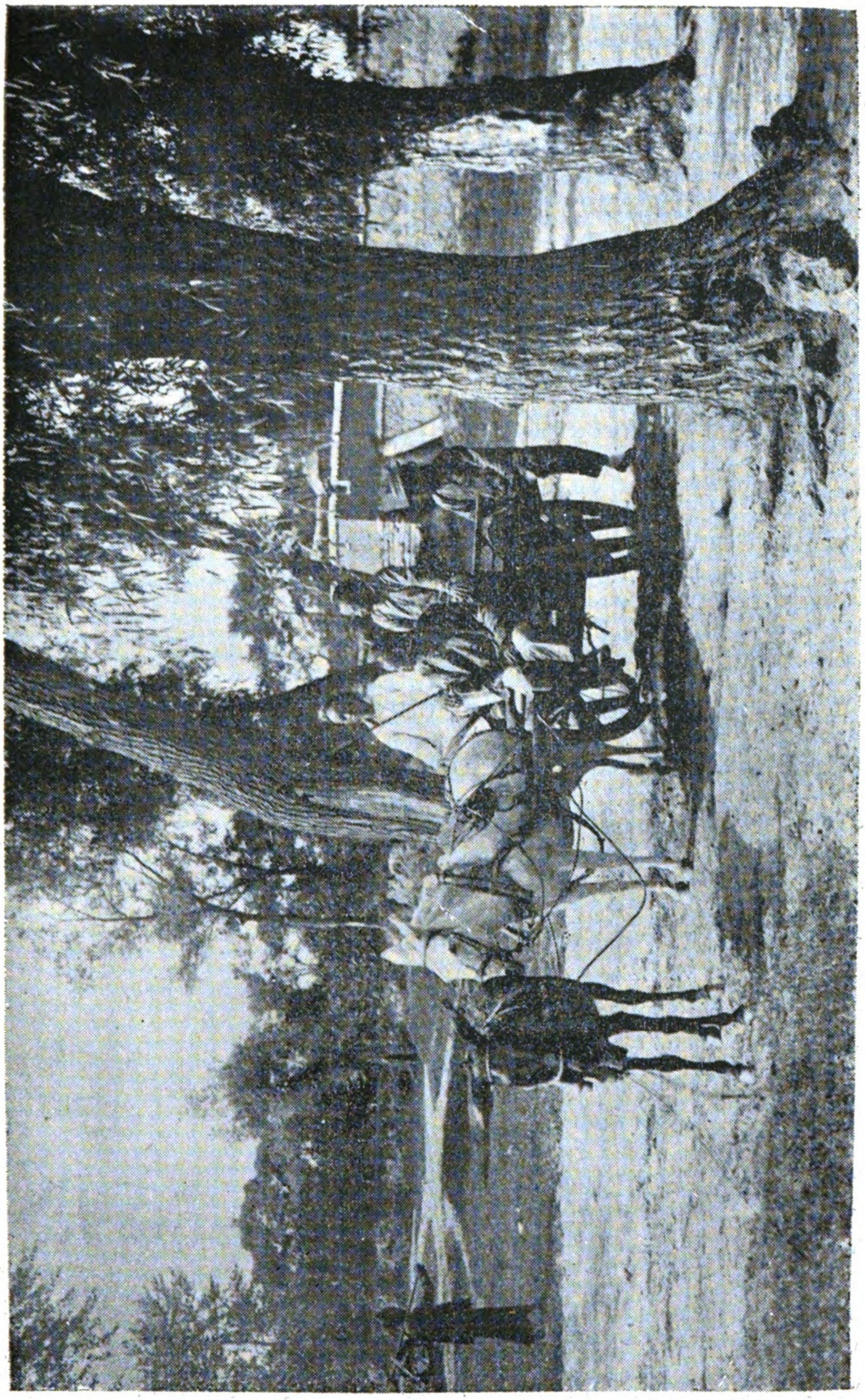

Chinese Dray-Cart.

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that the Company may safely take out during its 25 years' term from 15,000,000 to 25,000,000 square feet of timber without depleting the great available supplies to any appreciable extent. Across the River Yalu is New Wiju, the terminus of the Chosen (Korean) Railways, connected by the Yalu Bridge.

CONNECTING RAILWAYS.

Chinese Eastern Railway.

This Railway forms that part of the Trans-Siberian Route which traverses Chinese territory. Its main lines starts at Manchouli (Manchuria), the western terminus, and runs eastwards to Pogranichnaya, a distance of about 921 miles. The branch line, about 140 miles long, deviates from Harbin south to the Japanese station of Changchun, where it connects with the South Manchuria Railway.

Chinese Government Railways (Peking-Mukden Line).

Connecting with the South Manchuria Railway at Mukden, this line runs to Peking via Shanhaikwan and Tientsin. Between the Newchwang Customs jetty and the Chinese Station about two miles below on the

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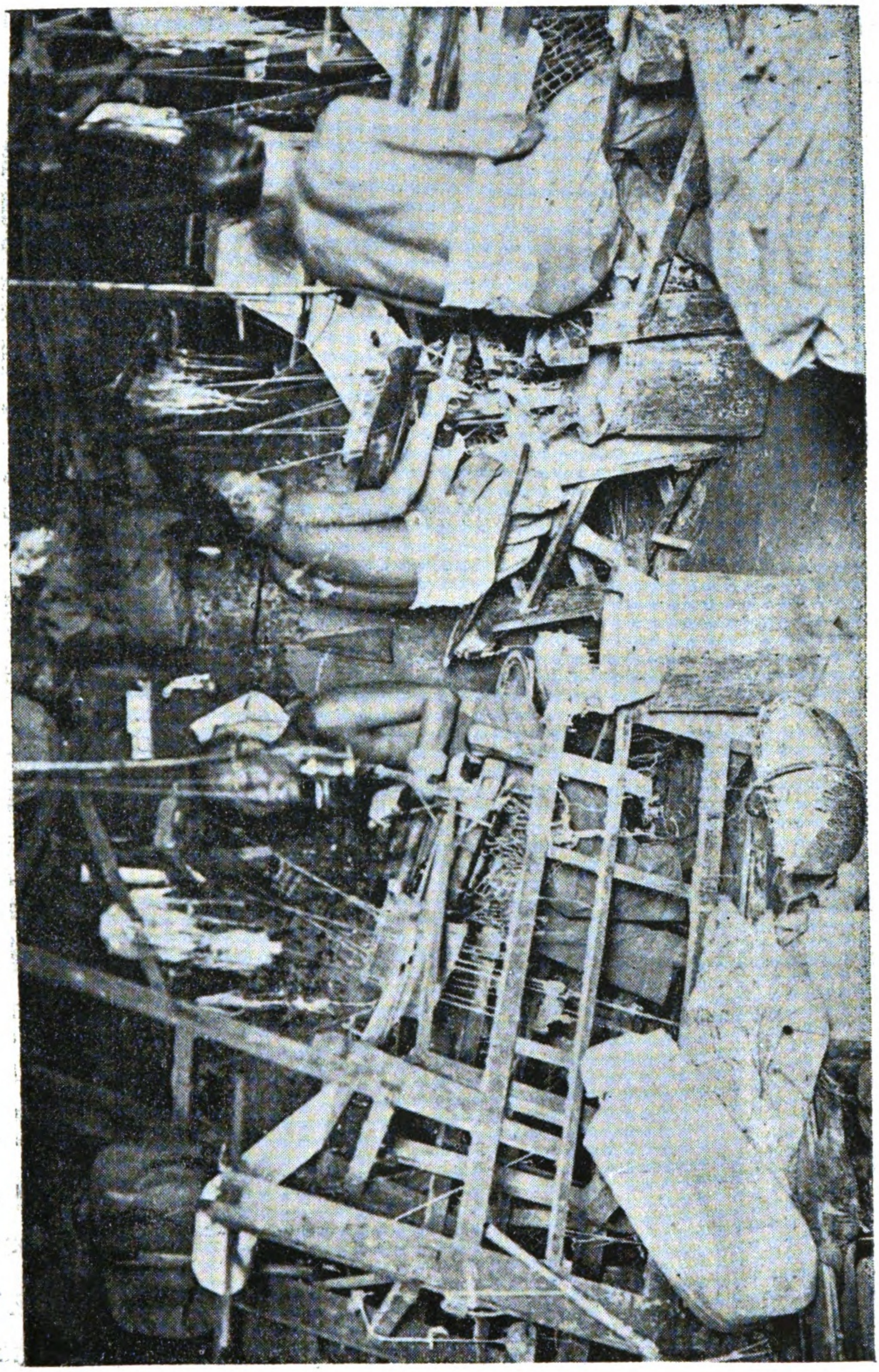

Native Weavers in South Manchuria.

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other side of the Liao, a ferry service is daily maintained to connect with departure and arrival of the Chinese trains. At Mukden, the South Manchuria and North China Stations (the latter of which has been shifted to near Outer West Gate), are about two miles apart, but the Chinese trains come up to the Japanese Station, where through passengers change cars.

Chosen (Korean) Railway.

From New Wiju, the northern terminus, separated from Antung, the terminus of the South Manchuria Railway branch line, only by the River Yalu, the Korean Railway runs 612 miles via Pingyang and Seoul straight through the full length of the peninsula to Fusan, the southern terminus, between which port and Moji (Shimonoseki) a regular channel ferry line is maintained. A branch line of 26 miles deviates also from Seoul to Chemulpo and another line of 124.2 miles between Seoul and Wonsan on the eastern coast, and a mail steamer service is run from Chemulpo to Dairen, Moji, and Nagasaki.

Kirin-Changchun Railway.

The Kirin-Changchun line of the Chinese Government Railways was constructed by the Chinese in accordance with agreements between Japan and China whereby the South Manchuria Railway Company furnished half the

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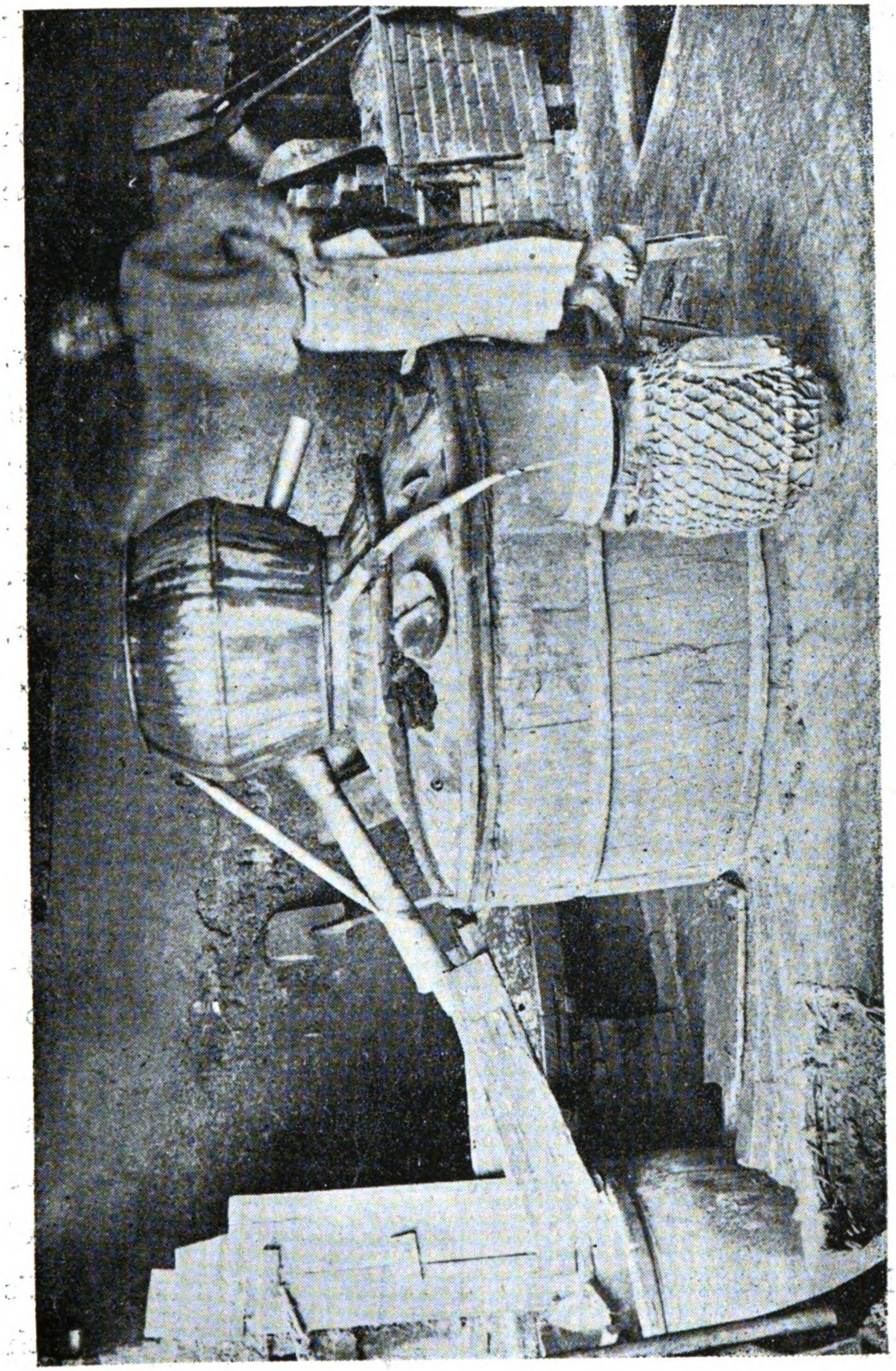

Native Still for making Kaoliang spirit, South Manchuria.

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construction capital and the Japanese Government nominated the chief engineer and chief accountant and some of the construction officials. The raison d'être of the line was to furnish an artery for the rich arable and forest land between the two great centres of trade. The work commenced in February, 1910, and was partly put into operation within twelve months. The whole line of 79 miles was opened in October, 1912. The service is operated twice daily in about 4½ hours. The head office is at Changchun. Toutaokou, the station whence the line starts, is situated within the compound of the Changchun station of the South Manchuria Railway. An extension of this line is projected from Kirin to Hunchun, a distance of 240 miles, to connect there with an extension of the Seishin-Kwainei line of the Chosen Government Railways.

Ssupingkai-Chengchiatun Railway.

The Ssupingkai-Chengchiatun Line of the Chinese Government Railways was also built by the Chinese on funds supplied by the Yokohama Specie Bank in terms of an agreement between Japan and China, the Japanese side nominating for the service of the Railway chief engineer, traffic manager, and chief accountant, and also a few other officials. This line was laid for the purpose of exploiting the rich

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sources of Inner Mongolia. The construction work was egun in April, 1917, and completed in November of the same ear. Traffic was opened over the line at once, followed in nuary, 1918, by the introduction of through traffic (both assenger and goods) with the S. M. R. Lines. It is 54½ iles in lengh and crosses the Liao at Sanchiangkou at 8 miles from Ssupingkai. The head office is at Ssupingkai nd the junction station stands in the compound of the . M. R. station of Ssupingkai. A plan of extension of the ne to Taonanfu, 140 miles north-northwest, and also to aiyintala, 70 miles west-northwest, is about to be commenced, ne latter having precedence of the former.

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JAPAN TOURIST BUREAU

THE JAPAN TOURIST BUREAU was established in 1912, with the co operation of Railways, Steamship Companies, Hotel proprietors, etc., in Japan Chosen, South Manchuria, and Formosa, for the purpose of supplying Foreign Tourists and Travellers with every possible assistance and facility, free of charge

The Bureau undertakes to furnish estimates of travelling expenses, arrang itineraries, provide guide-books and literature, procure admission to places o interest, recommend hotels, receive letters, and render assistance in a thousan and one ways to make touring and travelling both easy and delightful.

DAIREN BRANCH OFFICE.

South Manchuria Railway Office, Dairen

Office Hours: 9 a.m. to 4 p.m.

(Closed on Sundays and National Holidays)

Tel. No. 35. Add. "Tourist"

Codes: A. B. C. 5th Ed., A 1, & Lieber's

INQUIRY OFFICES ON S. M. R. LINES:

DAIREN: ... ... S. M. R. Office.
DAIREN: ... ... S. M. R. Yamato Hotel.
PORT ARTHUR: ... ... S. M. R. Station.
MUKDEN: ... ... S. M. R. Yamato Hotel.
CHANGCHUN: ... ... { ..... S. M. R. Station. / S. M. R. Yamato Hotel.

HEAD OFFICE:

TOKYO: ... ... Imperial Government Railways Building.

BRANCH OFFICES:

DAIREN: ... ... South Manchuria Railway Office.
CHOSEN: ... ... Chosen Railway Building, Seoul.
TAIPEH: ... ... Formosan Railway Hotel Buildin-

INQUIRY OFFICES:

YOKOHAMA: ... ... 78, Yamashita-cho.
KOBE: ... ... 2, Kaigan-dori Itchom
SHIMONOSEKI: ... ... Sanyo Hotel Building
NAGASAKI: ... ... 4, Oura.

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SOUTH MANCHURIA RAILWAY

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Harbin
Pogranichinaya
Nikolsk-Ussuriski
Vladivostok
Kirin
Changchun
Chengchiatun
MANCHURIA
Kaipei
Ssupingkai
Mukden
Fushun
Seishin
To Tsuruga
Koupangtzu
R. Yalu
Ranan
Kanko
Yingkou
Tashihchiao
Antung
Yeikō
Great Wall
The
Kalgan
Tatung
Nankow
Peking
Shanhaikwan
Genzan
Heijo
SEA OF JAPAN
Tientsin
Chinampo
Dairen
Port Arthur
CHŌSEN
Taiyuan
Shihchiachuang
Keijo (Seoul)
Chemulpo
Chefoo
Weihaiwei
R. Hwang
Tsinan
Taiden
Fusan
Kunsan
HONSHŪ
Tsingtao
YELLOW SEA
Moppo
Shimonoseki
Tokyo
Moji
Honan
Chengchow
Hsuchow
Karfeng
The Grand Canal
CHINA
KYŪSHŪ
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Shinyang
Pukow
Nanking
Soochow
Kagoshima
Shanghai
Hankow
Hanyang
Wuchang
R. Yangtzu
Hangchow
Ningpo
Kiukiang
Nanchang
To Hongkong
To Hongkong
To keelung
PACIFIC OCEAN

To Taonan
Changling
Fulungchuan
Nungan
To Harbin & Europe via Siberia
Taolaichou
Laoshaokou
River Sungari
Yaomen
CHINESE EASTERN RAILWAY
KIRIN CHANGCHUN LINE C.G.Rys.
Kalun
Huapichang
Kuchan
Kirin
Kwangchengtzu
Changchun
Changchun
Huaite
Tatun
Mengchiatun
Taochiatun
Fanchiatun
Liufangtzu
Shuangyang
Tayushu
Kungchuling
Chengchiatun
Sanchiangkou
Kuochiatien
Tsaichia
Lishu
Itun
CHENGCHIATUN LINE C.G. Rys.
Shihchiapu
Yangmulin
Pamiencheng
Ssupingkai
Mengniushao
Hungkoutzu
Shuangmiaotzu
Takata
Chuantou
Manchang
Changtu
Changtu
Machungho
Chinkoutzu
Kaiyuan
Tatuchuan
Chaoyangchen
Hailungcheng
Kangping
Taolu
Tungkiangkou
Kaiyuan
Fakumen
Changwu
Chungku
Pingtingpu
Tiehling
Tiehling
Liuho
Teshengtai
Luanshihshan
Hsintaitzu
Hsinchengtzu
Hushihtai
Wenkiatun
Lishihtai
Fushun
Yingpan
Mukden
Hsingching
Tunghua
Fengtien (Mukden)
Shenchingtzu
Kuchiatzu
Yushutai
Wuchiatun
Chengsiangtun
Yaochiehtun
Chinhocheng
Shaho
Shihliho
Yentai
Yentai (Colliery)
Shihchiapotzu
Penhsihu
Penhsihu
Fuchin
Chienchang
Huanjen
Liaoyang
Liaoyang
Shoushan
Lishan
Anshan
Anshan Iron Mine
Chiaotou
Nanfen
Chiensan
Tangkangtzu
Hsiamatang
Liensiankuan
Newchwang
Chichiapu
Tsaohokou
Nantai
Haicheng
Haicheng
Tungyuangpu
Kwantien
Yalu River
Fenshui
Tashan
Liuchiaho
Yingkou
Yingkou
(Newchwang)
Tashihchiao
Chiamuchuang
Chikuanshan
Taipingshan
Ssutaitzu
Fenghuangcheng
Fenghuangcheng
Kaiping
Kaiping
Kaimen
Tangshanchen
Shakang
Luchiatun
Wufungpei
Wiju
Hsiuyen
Hsiuyaocheng
Hsiuyaocheng
Shahochen
Antung
New Wiju
Chaotai
Takushan
Tatungkou
Hsiaohsiatun
Wanchialing
Sungshu
Fuchou
Tsissu
Chuanghe
Wangchia
Wafangkien
Tienchia
Pitzuwo
Pulantien
Pulantien
Shuiho
Sanshihlipu
Erhshihlitai
Chihchou
Chinchou
Changshan Islands
Hsiachiahotzu
Tafangshen
Yingchengtzu
Kinchuanling
Choushuitzu
Dairen
Dairen
(Dalny)
Lungtou
Ryojun
(Port Arthur)
To Moji & Kobe
S.M.R. Co.'s Dairen-Shanghai Steamer Line via Tsingtao
To Tietsin
To Chefoo
To Peking & Tientsin
YELLOW SEA
To Chinnampo
CHOSEN LINE
GULF OF LIAO-TUNG

MILEAGE TABLE

Dairen to Changchun	435.8
Mukden to Antung	171.4
Dairen to Port Arthur	37.1
Suchiatun to Fushun	30.9
Tashihchiao to Yingkou	13.9
Antung to Fusan	589.5
Dairen to Shanghai (Nautical miles)	550.0
Changchun to Kirin	79.1
Ssupingkai to Chengchiatun	54.6

South Manchuria Ry. Line
Stations
S.M.R. Co.'s Steamer Lines
Connecting Railways
Steamer Lines
Roads
Cities and Towns
Collieries and Mines
Battle Fields
Hot-Springs
Boundaries

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HINTS TO INTENDING TRAVELLERS TO EUROPE.

Passports.

Passports are indispensable for travellers in Russia. They must be vised at the Russian Consulate before departure.

Baggage.

The weight limits for free conveyance of baggage vary according to the destination of the traveller. Each through passenger to Western Europe is allowed 50 kilograms (110 lbs).

Customs Examination.

Registered Baggage (that is, baggage booked through to its destination) is not examined in the countries en route, being subject to examination on reaching the country of destination only, where passengers have to attend to the examination. As to the Baggage which is not registered, as well as the Hand Baggage, the Customs examination takes place at the following Stations :—Manchuria—Manchuria : Germany—Eydtkuhnen, Thorn or Skalmierzyce : Austria—Szczakkoivo : Belgium—Verviers : Holland—Oldenzaal, Zevenaar or Gennep : France—Jeumont, Baisieux or Tourcoing : England—London, Harwich, Dover, Folkestone and Queenborough.

Through Passengers between Manchuria and Chosen (Korea) have to attend the Customs Examination of Registered Baggage in the Examination Room at Antung Station, and also that of Hand Baggage, either in the Train or the Examination Room, as desired by the Customs authority.

If Passengers do not attend the Customs Examination of Registered Baggage at Antung Station, their baggage will be retained at the station until the necessary procedure for recovery be taken.

False or non-declaration of dutiable articles will render passengers liable to penalty as prescribed by the Customs Regulations.

Change of Trains.

Passengers from Dairen to Western Europe have to change trains at Changchun, Moscow, and Warsaw. Passengers to Petrograd change at Changchun.

Money Exchange.

An Exchange Office is provided at the South Manchuria Railway terminal station of Changchun.

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RAILWAYS IN THE FAR EAST

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SOUTH MANCHURIA RAILWAY
AND ITS
CONNECTIONS

DURING WAR TIME
SHANGHAI TO LONDON
VIA DAIREN SIBERIA & SWEDEN IN 19 DAYS
TOKYO TO LONDON
VIA MUKDEN SIBERIA & SWEDEN IN 19 DAYS
TOKYO TO PEKING
VIA MUKDEN IN 4 DAYS

MILEAGE TABLE

Dairen to Changchun	435
Dairen to Port Arthur	37
Dairen to Shanghai	550
Dairen to Tsingtao	280
Mukden to Antung	170
Suchiatun to Fushun	30
Tashihchiao to Yingkow	13

1920

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